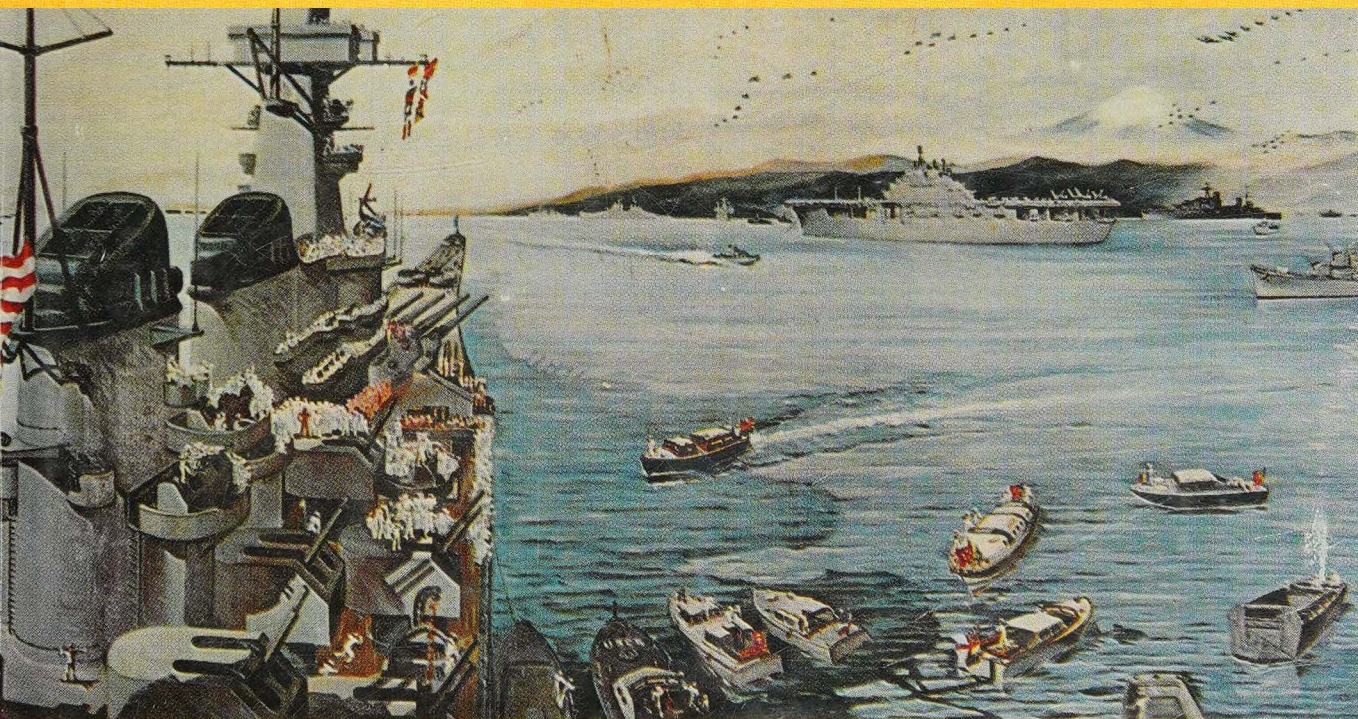


*History of United States Naval  
Operations in World War II*

VOLUME XV

**SUPPLEMENT  
AND  
GENERAL INDEX**



By Samuel Eliot Morison



This supplementary and final volume to Admiral Samuel Eliot Morison's HISTORY OF UNITED STATES NAVAL OPERATIONS IN WORLD WAR II consists of four distinct parts.

Part I is the story of postwar operations of the Navy in the Pacific, insofar as they were connected with World War II. These include the surrender of outlying Japanese garrisons, the Navy's share in the occupation of Japan proper, minesweeping approaches to Japanese ports, and Operation MAGIC CARPET for the return of armed forces to the United States.

Part II is a list of all named ships of the United States Navy during World War II, together with their dimensions and armament; all types of landing, beaching and other "lettered" craft, and types of aircraft used by the Navy during the war. Some pertinent statistics are added.

Part III, to which Admiral Morison has given special attention, is a list of all important errata so far discovered in Volumes I-XIV.

Part IV is a General Index to Volumes I-XIV. This section can be used to trace the activities of a single ship or a single naval officer through the entire course of the war. A special section tells which volume covers each code-name operation.

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HISTORY OF  
*United States Naval Operations*  
IN WORLD WAR II

★

VOLUME FIFTEEN

Supplement and General Index



# HISTORY OF UNITED STATES NAVAL OPERATIONS IN WORLD WAR II

*By Samuel Eliot Morison*

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- II *Operations in North African Waters*, October 1942 — June 1943
- III *The Rising Sun in the Pacific*, 1931 — April 1942
- IV *Coral Sea, Midway and Submarine Actions*, May 1942 — August 1942
- V *The Struggle for Guadalcanal*, August 1942 — February 1943
- VI *Breaking the Bismarcks Barrier*, 22 July 1942 — 1 May 1944
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- XII *Leyte*, June 1944 — January 1945
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- XIV *Victory in the Pacific*, 1945
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Also  
*Strategy and Compromise*







*Part of Pacific Fleet in Eniwetok Lagoon*

Before Marianas campaign, May 1944

Two Baltimore Class heavy cruisers are in center foreground; a light cruiser  
at left, four Essex Class carriers in rear



HISTORY OF UNITED STATES NAVAL  
OPERATIONS IN WORLD WAR II  
VOLUME XV

# Supplement and General Index

BY SAMUEL ELIOT MORISON



*With Illustrations*

*An Atlantic Monthly Press Book*

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1962

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*Dedicated*  
*to*  
THE MEN OF THE FLEET



# Introduction

BY REAR ADMIRAL ERNEST M. ELLER USN

*Director of Naval History*

SOME two and a half millennia ago Thucydides, wisest of historians and most readable, set down the first words of an incomparable history. He began to write at the outbreak of the Peloponnesian War because it would be "Great and memorable above any previous war," since Sparta, strongest power on land, was matched against Athens, strongest at sea.

These words of the noblest of historians could be applied to this superb fifteen-volume series of Samuel Eliot Morison's *History of United States Naval Operations in World War II*. In its way it is incomparable, like Thucydides, for the vast cataclysm of World War II had many fateful results like those of the Peloponnesian War.

As a young man I first read Morison's early *Maritime History of Massachusetts* and knew that I had come upon a real historian — one who seeks the truth, tells it in a pattern of significance to destiny, and fills it with the sunlight and shadows that illumine and darken this swift voyage of man.

I met him not long thereafter, but first came to know him when he landed among the "Monks of Makalapa" — a sometime term for Admiral Nimitz's staff, who dwelt at the Makalapa headquarters. He came on board early in his naval writing career, with his crooked London market coronas, his Colombo songs, his Scottish thrift, his Boston charm or haughtiness as the mood served, and his indefatigable application. At that time I was a gunner, but, in the little spare time I had, helped to prepare Admiral Nimitz's war reports and battle analyses. Hence our courses naturally crossed and lay



alongside each other for a period. Then, years afterward, through the inscrutable workings of the unknown, I came to my present office. Among the multitude of other duties, it includes responsibility in contracting for, supporting with major staff assistance, clearing the MSS and handling other facets of the Morison series.

In moments of levity during the past five years, Sam Morison has said that he “works” for me. Of course he works for nobody except Clio the Goddess of History, and, in the manner of most men, for his wife. Although we have had several people assisting him, and although several of us have read and commented on drafts of his last five volumes, as did Admiral Heffernan and his staff before us, they are Sam’s history. This doesn’t mean that drafts don’t change — often I have seen nearly every page of a manuscript change repeatedly after it first came to Don Martin, his excellent yeoman here. Many pages go through a dozen revisions. It doesn’t mean that he hasn’t frequently accepted changes recommended by Captain F. Kent Loomis, my Deputy, Rear Admiral Bern Anderson, tower of strength for years, Dr. K. Jack Bauer, who on several volumes has worked closely and effectively with Sam Morison, and myself as well as many other people — but he has accepted them only when convinced of their validity. Some other suggested changes he has not accepted. Although I have believed from time to time that he erred in so doing, I felt it was honest error and a small spot on a shining and illustrious narration of the greatest sea and overseas war in man’s history.

In Thucydides’ gripping account of the glory and catastrophe of Athens we find the most godlike people of antiquity rising to greatness by the sea — and ending in disaster through feeble leadership. In Morison’s likewise gripping account of the catastrophe and glory of the United States, we find our nation rising from disaster at Pearl Harbor into shining victory through the heroism of countless Americans small and great and the superb leadership at sea of men like Nimitz, Spruance, Halsey, Turner, Hewitt and Blandy; and ashore in combined operations from men like MacArthur and Eisenhower.

What drama lies in this story! Whether one agrees in all details (and I suspect few who know do) anyone who experienced this vast sea-overseas war intimately knows that only Morison of our time, or perhaps since Thucydides, could have caught the vast sweep of this drama and spread it before us like an unfolding sea filled with the sparkle and lights of reality.

How long will these fifteen volumes live? May it be many aeons, for I believe they will live as long as America lives, and this will be only as long as she understands that one of her fundamental strengths and blessings is the sea.

The need for this strength showed in the far-off days of the American Revolution. After years of struggle and frustration, almost in despair Washington said: "In any operations, and under all circumstances, a decisive naval superiority is to be considered as a fundamental principle, and the basis upon which every hope of success must ultimately depend." Repeatedly he had sought the aid of the French Navy; repeatedly plans had fallen through. Victory seemed hopeless. Then like sunlight breaking through clouds he did gain control of the sea for a brief moment of time. In 1781, falling in with Washington's farseeing plan, the French Fleet finally joined; and at last it seemed as if the Divine hand reached down to cause all parts of the puzzle to fall into place at Yorktown.

Thus out of the sea was liberty won. Throughout succeeding generations the United States has gained untold strength from the sea and has often been saved by it. In the strange topsy-turvy years after V-J Day, unbelievably, the nation almost emasculated the Navy, without which World War II could not have been fought and won. Even today, when we have partly rectified this suicidal move, bemused by sputniks, ICBMs and space capsules, America still does not see clearly that her destiny, and the destiny of all men who seek freedom, depend upon the United States' strength at sea. Men everywhere look yearningly to the United States across vast seas that divide or join the free world according to the strength we keep afloat.

Perhaps in years to come, when crises in the storm of the world

loom darker even than today, men will read Morison's great series and recall again America's divine heritage of the sea. Perhaps his stirring books will help bring men to their senses, from following one-weapon will-o'-the-wisps and the strange prophets of their era.

"I have but one lamp by which my feet are guided," said Patrick Henry; "and that is the lamp of experience. I know of no way of judging the future but by the past." Perhaps in a grave distant day the Morison series will help men to understand this truth of experience, and to know that though navies change with changing years, the vast influence of the sea does not fade but indeed like a tide in early flood grows ever stronger.

# Preface

THIS supplementary volume to my *History of United States Naval Operations in World War II* consists of four distinct parts.

Part I is the story of postwar operations of the Navy in the Pacific, insofar as they were connected with World War II. These include the surrender of outlying Japanese garrisons, the Navy's share in the occupation of Japan proper, minesweeping approaches to Japanese ports, and Operation MAGIC CARPET for the return of armed forces to the United States. Part I, prepared by Rear Admiral Bern Anderson USN (Ret.), was originally intended as an appendix to Volume XIV, from which it was dropped for lack of space.

Part II is a list of all named ships of the United States Navy during World War II, together with their dimensions and armament; all types of landing, beaching and other "lettered" craft; and types of aircraft used by the Navy during the war. Some pertinent statistics are added. Part II is entirely the work of Dr. K. Jack Bauer of my staff.

Part III, to which I have given special attention, is a list of all important errata so far discovered in Volumes I–XIV. In the expectation that new printings of these volumes will be required from time to time, I beg readers to send in any additional errata that they may discover to the Division of Naval History, Navy Department, Washington 25, D. C.

Part IV is a General Index to Volumes I–XIV. This was prepared, under my direction, by the two remaining members of my staff, Dr. Bauer and Mr. Donald R. Martin.

SAMUEL E. MORISON

44 BRIMMER STREET  
BOSTON, MASSACHUSETTS

1 April 1961





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*PART I*

Outlying Surrenders and Early  
Occupation Problems

*1945–1946*



## 1. *Outlying Surrenders*<sup>1</sup>

AS already noted in Volume XIV, a few surrenders of Japanese-held islands took place before the formal act of 2 September 1945, on board battleship *Missouri*. But the bulk of this work remained to be done. Japanese armed forces, as estimated in October 1945, amounted to 3,620,000 men. Some were in Japan itself, but the majority were stranded all over Eastern Asia, Indonesia, and the Pacific islands, where the ebb tide of defeat had left them. With a few unimportant exceptions, these men obeyed the Emperor's command to surrender; but they had to be fed, rounded up and shipped home by their former enemies. All available Japanese vessels, including demilitarized warships, were put on the task of repatriation; and, after the first week in November, numerous American amphibious force units, such as the ubiquitous LST, which were unsuited for the MAGIC CARPET return of our own troops to the United States, were assigned to this mission. Most Japanese ground forces on the Asiatic continent surrendered to China, Russia or Great Britain, but the bulk of those in Japan and the islands were taken care of by the United States and Australia.

General Yamashita, still holding out in the mountains of northeastern Luzon, proved to be coöperative.<sup>2</sup> He established communication with Major General W. H. Gill USA on 25 August. There

<sup>1</sup> Cincpac "Report of the Surrender and Occupation of Japan" Feb. 1946; Com Fifth Fleet Report, 11 Nov. 1945; CTF 55 and CTF 56 (Rear Adm. M. L. Deyo) Action Reports of Occupation of Western and Northern Japan 23 Nov. 1945; Fleet Admiral E. J. King *U. S. Navy at War 1941-1945* (1946) 192-95.

<sup>2</sup> See Vol. XIII 210.

followed a courteous exchange of correspondence, in which Yamashita acknowledged receipt of the Emperor's cease-fire order, but said that as yet he had no authority to enter into surrender negotiations. On 2 September he appeared in Baguio with Vice Admiral Okochi and signed the formal surrender of all Japanese forces in the Philippines, now reduced to some 50,000 in number. Since General Gill's 32nd Division had spearheaded General MacArthur's drive in the Buna campaign three years earlier, it was appropriate that he receive the surrender.<sup>3</sup>

The situation in China was full of explosives, the handling of which required delicacy. Shortly before the actual surrender the Japanese withdrew their forces to the Yangtze Valley and to North China, where the Chinese Communists demanded that they receive the Japanese surrender. General Okamura, commander of the North China Area Army, refused, but on 17 August let it be known that he would surrender to Chiang Kai-shek. Unfortunately, the Generalissimo and his Nationalist armies were far distant, in southwest China. A Japanese puppet Chinese government with its own "Peace Preservation Troops" further complicated matters. And although the United States was willing to assist the Nationalist government to reestablish control over Chinese territory, it was fearful of being involved in a civil war.

As a temporary solution to this dilemma, Fleet Admiral Nimitz ordered Admiral Kinkaid, Commander Seventh Fleet, with III Amphibious Corps under Major General Keller Rockey USMC, to seize and control key areas, such as Shanghai, the Yangtze, Tientsin and Tsingtao, until Nationalist forces could be transported thither to take over. Seventh Fleet also had the task of transporting the occupation troops to South Korea. On 30 September the 1st Marine Division began landing at Taku to take control of the Tientsin region. The 6th Marine Division landed at Tsingtao on 11 October. A few brushes occurred with Communist troops and bandits, but nothing serious. In the meantime Seventh 'Phib (Vice Admiral D. E. Barbey) began to transport Chinese Nationalist troops from southwest

<sup>3</sup> Eichelberger *Jungle Road to Tokyo* pp. 256-59.

China to the northeast and to Manchuria in order to assume control. This movement kept Seventh Fleet busy until well into 1946.

The re-occupation of Hong Kong was strictly a British affair. In order to avoid becoming involved in a political dispute between China and Great Britain over the status of Hong Kong, all United States naval liaison teams were removed from vessels of the British Pacific Fleet before they entered the port. On 30 August a task force, under Rear Admiral C. H. J. Harcourt RN, entered Hong Kong and assumed responsibility for preserving law and order. On 16 September the local Japanese forces surrendered.

Although there had been concern lest isolated Japanese garrisons in Oceania cause trouble, the peaceful surrender of Mili on 22 August set a pattern. On 2 September, Lieutenant General Inoue surrendered the Palaus to Brigadier General F. P. Rogers USMC, island commander at Peleliu. Truk and most of the Caroline Islands, involving some 130,000 Japanese soldiers and sailors, were surrendered the same day to Vice Admiral G. P. Murray in *Portland*. Wake Island, with 1262 emaciated Japanese suffering from malnutrition, surrendered 3 September to Brigadier General L. H. M. Sanderson USMC, in destroyer escort *Levy*.

On 3 September, the Bonin Islands were surrendered by Lieutenant General Yoshio Tachibana, to Commodore John H. Magruder, on board destroyer *Dunlap* off Chichi Jima. The Commodore, at the conclusion of the ceremony, recalled the fact that Commodore Perry had visited Chichi Jima in 1853 and bought land there for a coaling station; now, we had come "to insure that no evil weeds spring up on this real estate to choke the freedom and peace of the future." Actual occupation of the Bonins was postponed until the Japanese garrisons, numbering over 40,000, had been collected for repatriation. Colonel P. M. Rixey USMC then became island commander, and occupied Chichi Jima on 13 December 1945. During the war several American fliers had ditched near that island and had been rescued by the Japanese; but none survived. Japanese explanations of the death of these prisoners aroused suspicion and led to a careful investigation. Through Frederick Savory, a descendant



of the original American settlers at Chichi Jima, the deplorable fact was brought out that these aviators had been executed and parts of their bodies eaten by General Tachibana and members of his garrison, yet with no excuse of starvation. The General and another officer were tried at Guam for this outrage, and were executed as war criminals.<sup>4</sup>

Other important island garrisons gave up during September 1945 without incident. Troops in the unoccupied Ryukyus surrendered to General Stillwell at Okinawa on 7 September. Woleai, in the central Carolines, was the last important island to be handed over, on the 19th. All these islands had substantial garrisons, which had to be repatriated to Japan.

A corollary activity was the search by destroyers and destroyer escorts of every habitable island in Oceania for possible Allied prisoners. None were found that had not already been rescued.

Surrenders south of the Line were efficiently handled by the Australians. Some 250,000 Japanese between the Celebes and Ocean Island gave up. The largest group — General Hitoshi Imamura's 80,000 military and 21,000 civilians at Rabaul and New Ireland — surrendered 6 September to Lieutenant General Vernon A. H. Sturdee on board H.M.S. *Glory*. Two days later the Japanese on Bougainville and in Dutch Borneo surrendered. Between 11 and 14 September, the 17,000 remnants of Lieutenant General Hatazo Adachi's New Guinea forces gave up. Far to the east, on 14 September, the 3700-man garrison on Nauru surrendered to Brigadier J. R. Stevenson on H.M.A.S. *Diamantina*.<sup>5</sup>

## 2. *The Occupation of Japan*

This began with the occupation of the Atsugi airfield near Yokohama by the 11th Airborne Division, and of the Yokosuka naval

<sup>4</sup> Letters from Commo. Magruder, Sept. 1958; Gilbert Cant "Home to Chichi Jima" in *Life* Magazine 24 June 1946 pp. 17-19.

<sup>5</sup> Cdr. G. H. Gill RANVR letter to Dr. K. Jack Bauer, 18 Jan. 1960.

base by a Third Fleet landing force, on 30 August 1945. Vice Admiral Theodore S. Wilkinson, Commander III 'Phib, commanded both landing operations and lifted subsequent echelons of occupation troops. He landed the 1st Cavalry Division at Yokohama, starting at the time of the surrender ceremony on 2 September. At the request of the Japanese high command, the troopers delayed moving into Tokyo for a week. There were hundreds of thousands of Japanese troops in the Tokyo region which the Japanese themselves wished to disarm and demobilize, before Tokyo was physically occupied by our troops, in order to prevent incidents. At 0800 September 8 the 1st Cavalry, unfortunately without horses, made its formal entry into Tokyo. At noon that day General MacArthur raised over the American Embassy the flag which had flown over the Capitol at Washington on Pearl Harbor Day, and in battleship *Missouri* at the surrender.

Other elements of Eighth Army poured into Tokyo Bay, and by the end of September all key points in that Army's zone in Honshu were occupied. Only one fatal incident occurred, when an American soldier accidentally dropped a bomb near a Japanese ammunition dump at the Tateyama airfield. The resulting explosion killed this soldier, injured 53 others, and wounded several Japanese. By 18 September all known Allied prisoners of war in Eighth Army area had been recovered.

Hokkaido and Ominato naval bases, in northern Honshu, were occupied by Vice Admiral Frank J. Fletcher, Commander North Pacific Force, on 6 September. U.S. Navy minecraft under Commander W. A. Nicholson began sweeping Tsugaru Strait on the 8th. As Admiral Fletcher brought only a few Marines up, his was but a token occupation until Eighth Army troops began to disembark on 25 September. By that time he had been relieved by Rear Admiral Francis C. Denebrink, who in turn was relieved by Rear Admiral Morton L. Deyo on 20 October.

On 20 September Admiral Spruance relieved Admiral Halsey, and Third Fleet again became Fifth Fleet, which assumed responsibility for all American naval activities in and around Japan. Ad-

miral Spruance departed a month later and left Vice Admiral Wilkinson in command.

The movement of Sixth Army, lifted by Fifth Fleet into its occupation zone of western Honshu, Kyushu and Shikoku, was delayed by lack of available shipping and extensive mine fields in the Inland Sea and off the harbors. To prepare the way, elements of V Army Air Force and a battalion of infantry flew into Kagoshima in southern Kyushu on 2 September, to establish emergency airfield facilities at Kanoya. Two days later six LSTs began discharging Army units at Takasu, four miles west of Kanoya. These advance parties checked Japanese arrangements for the occupation, investigated beach and dock conditions, and selected troop and supply-dump areas.

Highest priority was assigned to the recovery of prisoners of war. On 11 September a task unit under Rear Admiral F. G. Fahrión in *Wichita*, arrived at Nagasaki for that purpose. Sixth Army supervised the delivery of the POWs from their camps to the port, where they were taken over by the fleet unit for medical care and repatriation. Hospital ship *Haven* acted as station ship, lying at a dock where, in addition to caring for recovered prisoners, her medical contingent made clinical studies of victims of the atomic bomb. By 22 September the evacuation of 9061 prisoners of war to Okinawa had been effected by escort carriers *Chenango* and *Cape Gloucester*, light cruisers *Mobile* and *Biloxi*, and several destroyers.

A similar task unit, with two hospital ships, under Rear Admiral R. S. Riggs, arrived at Wakayama, about 35 miles from Osaka, on 11 September.

"The POWs are streaming out now," wrote Admiral Wilkinson that day to his wife. "We are filling five ships with them, 800 to 1000 to each, and sending other ships to Okinawa to pick up thousands who have been flown this far by air evacuation." Some 10,000 prisoners were supposed to be evacuated here; but by September 15, when this movement was completed, only 2575 had been recovered.

The first occupation in force of western Japan was effected by

Amphibious Group 4, Rear Admiral Reifsnider, lifting the V 'Phib Corps, commanded by Major General H. H. Schmidt USMC. This Corps comprised the 2nd and 5th Marine Divisions, and the 32nd Infantry United States Army. These divisions were brought up from Hawaii, the Marianas, and the Philippines, each moving in separately. Rear Admiral Deyo, commanding the covering force, made a personal reconnaissance of Sasebo on 16 September in *Ralph Talbot*. He found the important naval base to be almost intact, although half the business and residential districts of the city had been wiped out in a raid of 41 B-29s in July.<sup>6</sup> The Admiral removed all restrictions on the operation of Japanese fishermen and small freighters. He was relieved as S.O.P.A. by Vice Admiral Harry W. Hill, who arrived 20 September in amphibious command ship *Auburn*, with General Krueger embarked. The 5th Marine Division commenced landing on the 22nd, under Admiral Reifsnider's direction, and the landing at Nagasaki began on 23 September. Except for one incident everything went smoothly. The skipper of a Japanese coast defense vessel acted in an insolent and provocative manner to a United States Naval inspecting team; but the Japanese authorities, to whom Admiral Deyo reported this, arrested the offender and dismissed him from the Japanese Navy. Admiral Deyo, and other flag officers concerned in the occupation, were impressed by the willing coöperation of Japanese officers, both civil and military, and the apparent lack of resentment or hostility on the part of the populace.

The next important movement was Rear Admiral A. G. Noble's lift of I Corps (Major General I. P. Swift USA) to beaches at Wakayama. This Army corps was to occupy the Osaka-Kobe-Kyoto-Nagoya region of central Honshu. General Swift wished to be landed as close as possible to Osaka, where he planned to establish his headquarters. A study of mine fields, both offensive ones laid by the Allies and defensive ones laid by the Japanese, indicated that it would be highly dangerous, if not impossible, to land near Osaka and Kobe; but that a channel could be swept to Waka-

<sup>6</sup> Rear Adm. Deyo letter to writer 7 Nov. 1945.

yama. That was done, and on 25 September the 33rd Division began landing over the beaches. The unloading of I Corps and of Sixth Army headquarters, later set up at Kyoto, was completed by 8 October.

Hiroshima and Kure were inaccessible because of pressure mines laid by B-29s; but Hiro Wan, a few miles southeast of Kure and free of obstacles, was selected for the landing of the 41st Division and X Corps headquarters. Rear Admiral B. J. Rogers drew this assignment, and the troops began landing 7 October. A special board of inspection and survey was convened to examine the remaining ships of the Japanese Navy in or near Kure and to recommend their final disposition. Suitable units were demilitarized and assigned to the repatriation of Japanese from overseas. Among the ships recovered was U.S.S. *Stewart*, which had been abandoned in Java in 1942.<sup>7</sup> Her name had since been given to another United States destroyer, so on 3 November she was recommissioned without a name but with her original hull number, DD-224, and assigned to the 11th Naval District in San Diego.

The waters around Fukuoka in northern Kyushu, and Shimonoseki in western Honshu, were so heavily studded with pressure mines that occupation by water was out of the question, and General Krueger ordered V 'Phib Corps to occupy Fukuoka overland from Sasebo. An advance party entered the city on 27 September and the 28th RCT entered on the 30th. On 4 October a company occupied Shimonoseki. Other nearby ports, including Senzaki on the northwest coast of Honshu, were taken over by 19 October.

In several camps of Chinese labor units and POWs in northern Kyushu and western Honshu, trouble had developed between the prisoners and Japanese civilians. Marine patrols maintained order and shipping was requested for repatriation of about 6000 Chinese. Matters were further complicated by the large number of Koreans seeking repatriation, and because small ports on the Sea of Japan were jammed with Japanese coming home from Korea. For ten days in October, Koreans were forbidden to buy railway tickets to

<sup>7</sup> See Vol. III 378.

Shimonoseki. By the time the 32nd Division took over, on 24 October, the worst of this bottleneck had been cleared.

The 24th Infantry Division, lifted by Commodore D. L. Ryan's transport flotilla, was landed at Matsuyama, on the northwest coast of Shikoku, on 22 October. Another division of Commodore Ryan's group landed an RCT of the 24th Division at Hiro Wan, for the occupation of the inland city of Okayama. The final debarkation in V 'Phib zone was made by Rear Admiral Noble's group, landing the 25th Infantry Division over the docks in Nagoya on 26 October.

Korea presented a special problem since it had been agreed at the Potsdam Conference that Russia would conduct naval and air operations in that unhappy country north of the 38th parallel, while the Allies operated in the southern half.<sup>8</sup> This was later adopted as a line of demarcation for the occupation. In addition to receiving the surrender of Japanese armed forces, the purpose of the military occupation of Korea was to accomplish complete political, economic and administrative separation from Japan, and to establish Korea as a free and independent nation.

Lieutenant General J. R. Hodge's XXIX Corps — lifted from the Philippines by Vice Admiral Barbey's VII 'Phib — was selected for the occupation of Korea. The first landing point was Jinsen, better known today as Inchon, seaport for Seoul. Rear Admiral I. N. Kiland's amphibious group transported the 7th Infantry Division, which began landing there 8 September. This landing, like the later one in the Korean War, was rendered difficult by the wide range of tides, up to 30 feet. Our troops landed in silence, since the people had been warned to await definite word before making any demonstration; the Japanese police had earlier fired on a group of Korean workers who had formed up to welcome Americans. On 9 September, General Hodge and Admiral Kinkaid went to Seoul, where, in the throneroom of the Japanese governor general's palace, a formal surrender document was signed.

<sup>8</sup> At a meeting between the JCS with Russian chiefs on 26 July 1945. There was no question of occupation at that time, only of operations.

Elements of the 40th Infantry Division began arriving at Inchon on 22 September. Next day, a battalion of this division advanced by rail to Pusan, a port on the Strait of Tsushima which was blocked by mines. The final troop movement was the landing of the 6th Infantry Division at Inchon on 17 October. By the end of September, XXIV Corps had satisfactorily occupied its zone. Civilian disturbances against the Japanese and liaison with the Russians along the 38th parallel created serious problems. Owing to the strong local feeling against them, Japanese military and civilians were evacuated by General Hodge as rapidly as facilities permitted. On 22 September, the Russians permitted American evacuation teams to remove 354 British and Australian POWs from their zone to hospital ships at Inchon.

### 3. *Minesweeping*<sup>9</sup>

Much the most difficult and extensive postwar task that United States naval forces had to cope with was minesweeping. At the cessation of hostilities there were an estimated 100,000 moored mines in Japanese waters. In addition, there were some 12,000 influence mines of several types, the most troublesome being pressure mines laid by B-29s, for which there was no known method of sweeping. Most of these influence mines were set to de-activate themselves in February 1946 — a long time to wait! This huge task of mine clearance was handed to Rear Admiral A. D. Struble, who relieved Rear Admiral A. M. Sharp as Commander Minecraft Pacific Fleet on 30 August 1945.

The most urgent task was to clear channels into the landing ports for occupation troops, or as near to them as possible. Third Fleet minesweepers took charge of clearing enough of Tokyo Bay for the initial entry and formal surrender. Beginning 28 August, a group composed of 23 high-speed and standard minesweepers cleared the

<sup>9</sup> Com Minecraft Pacific Report 29 May 1946; Lt. Cdr. A. S. Lott *Most Dangerous Sea* (1959) chap. xv.



channels and anchorages of Yokohama, Yokosuka and Tokyo proper, in seven days. Only 74 Japanese and three U. S. magnetic mines were found. The same group then swept the Japanese moored-mine fields at Sendai and Choshi, on the northeast coast of Honshu, and opened those ports to navigation.

Twenty-seven minecraft began sweeping a channel through the Kii entrance to the Inland Sea on 11 September. The initial task was to clear a channel for hospital ships to evacuate prisoners of war and for landing the occupation troops for Kobe and Osaka. Clearing of these two harbors was postponed as less urgent. This was the first instance in which Japanese minesweepers operated under the local United States naval task group commander. As in other matters, the Japanese coöperated cheerfully in furnishing details of mine fields, and even helped the actual sweeping.

To clear the way for troops to occupy Kure and Hiroshima it was necessary to sweep a two-mile wide channel for 150 miles through the Bungo Suido and the Inland Sea, to Hiro Wan. Thirty-two American and thirty-three Japanese sweepers, under Commander W. R. Loud, began this mission on 22 September. It was the first operation in which "guinea pigs" were used to dispose of pressure mines. The sacrificial rodents were three large, damaged vessels (U.S.S. *Marathon*, S.S. *Joseph Holt*, S.S. *Pratt Victory*), and LSTs 553 and 768. All were ballasted with empty oil drums, to withstand underwater damage, and had remote controls for a machinery on deck, where their volunteer crews — about 15 for each ship — wore crash helmets and stood on piles of mattresses to take up the shock of an explosion. Four Japanese *Marus* and two old Japanese destroyers joined the herd, and these destroyers were the only ships lost in the sweep.

The sweeping of Ise Wan to clear a channel to Nagoya began on 28 September, and by the end of October the principal Japanese harbors of Honshu were completely cleared. Approaches to Koshi, the only port opened on Shikoku during the first occupation phase, were swept, beginning 8 September. The first channel swept off Kyushu was to Kagoshima, on the southern coast, in preparation for

supplying the 1 September airborne landings. This was completed in a week's time. Sweeping at Sasebo began next day, and at Nagasaki on the 10th. Certain fields in the Yellow Sea and Van Diemen Strait south of Kyushu were also taken care of at this time.

After this emergency occupation phase of minesweeping was completed in October, the huge task of opening additional ports, expanding those already opened, and clearing the Inland Sea, commenced. The magnitude of this mission may be indicated by a statistical summary. By the middle of December, there were 510 minesweepers of all types in the Pacific Fleet. Many were operating in the Philippines, Okinawa Gunto and elsewhere; but their major efforts, in conjunction with about 100 Japanese minesweepers, were exerted in Japanese waters. By early March 1946, when the work was so well advanced that Admiral Struble departed, nearly 17,000 square miles of salt water had been swept, with a total catch of 11,982 moored and 62 influence mines. The only loss to the United States Navy was that of minesweeper *Minivet* (Lieutenant R. T. Irvine USNR), which struck a mine northwest of Kyushu on 29 December 1945, losing 31 killed or missing and 5 wounded.

#### 4. Typhoon "Louise," 9-10 October 1945

This occupation of Japan was carried out in the typhoon season. A small cyclone which brushed Kyushu on 16 September delayed minesweeping for a day or two and destroyed five YMSs. But typhoon "Louise," which struck Okinawa on 9 October 1945, was a major disaster. This circular storm developed north of Rota in the Marianas on 4 October. Admiral Wilkinson, from his flagship *Mount Olympus* in Tokyo Bay, kept careful watch on all weather reports and diverted approaching echelons of amphibious craft so deftly that all escaped the fury of the storm. Until the evening of 8 October, "Louise" followed a fairly predictable track, which would have taken her between Formosa and Okinawa into the East China Sea. She then began to veer easterly. Okinawa was warned

that "Louise" was expected to pass nearby about 1030 October 9. She not only slowed down but increased her intensity. The result was one of the most violent storms that ever hit Okinawa, the center passing less than 15 miles east of the island's southeast coast. There had been some warning, but not enough for ships to get under way and escape the typhoon's terrific violence.

Buckner Bay (as Nakagusuku Wan had been renamed), on the east coast of Okinawa, was jammed with vessels ranging from Victory ships down to landing craft. By 1000 October 9, the wind had risen to 40 knots, the glass had fallen to 29.50 inches, visibility was under 800 yards, seas were rising, and rain was coming down in torrents, liberally mixed with salt spray. By noon visibility was zero, and the wind blew 60 knots from E and NE, raising a sea that broke over moored ships. Small craft were already dragging anchors, and the larger vessels were precariously holding on by running their engines full-speed. By 1400 the wind had risen to 80 knots, with gusts of even greater intensity; the rain, driving horizontally, was more salt than fresh, and even big vessels were dragging anchors under the pounding of 35-foot seas. The bay, blacked out by the heavy overcast and rain, became a scene of indescribable confusion as dragging ships collided, or barely escaped by skillful use of their engines, and disappeared into the murk. Hundreds of vessels were blown ashore; several at a time drifted into a mass of wreckage on the beach, their crews working desperately to maintain watertight integrity and to get a line on anything at hand in order to stop the pounding. Many ships had to be abandoned. Some crews were taken on board other ships; others made their way ashore, where they spent a miserable night in the open or huddled in caves; and many men were drowned.

By 1600 the typhoon reached its peak, with steady winds of 100 knots and gusts up to 120 knots. The glass dropped to 29.15 inches as the center passed, but the winds continued in unabated strength for another two hours. The wind, backing into the N and then NW, began to blow ships off the formerly lee-shore reefs where they had grounded, and right across the bay to the south shore,

dragging their anchors the entire way. These wild voyages by help-  
less, damaged vessels caused another nightmare series of collisions  
with other drifting ships and shattered hulks, as well as providential  
escapes.

The shore afforded no sanctuary. Twenty hours of torrential  
rain soaked everything, made quagmires of roads, and ruined vir-  
tually all stores, destroying most of the tents and flooding the rest.  
Some Quonset huts were lifted bodily and moved hundreds of feet;  
others were torn to bits, the galvanized iron sheets ripped off, the  
wallboards shredded and the curved supports torn apart. Officers  
and men, driven from their housing, took shelter in caves and the  
big Okinawan tombs, and in trenches and ditches in the open fields,  
to escape the tents, boards and sections of galvanized iron hur-  
tling through the air. By 2000 the wind had subsided from super-  
typhoon to mere typhoon strength; but it was not until 1000 Octo-  
ber 10 that it dropped to 40 knots and the rain began to abate.

Ships of the occupation forces anchored at Amami O Shima also  
had a rough time, with winds of over 70 knots. All Japan, from  
Nagasaki to Tokyo, was alerted for the storm, but escaped its full  
fury. Ships at sea were able to maneuver clear of the worst of  
“Louise,” but some suffered damage from the heavy seas.

Four fifths of all houses and buildings on Okinawa were de-  
stroyed or rendered uninhabitable, and practically all tentage was  
blown to ribbons. Food stocks were reduced to ten days’ supply.  
Medical facilities were so generally destroyed that the loan of a  
hospital ship was requested to support shore activities. Fortunately,  
considering the extreme violence of the storm, the casualties were  
low: 36 dead, 47 missing, and approximately 100 men fairly seri-  
ously injured.

Vice Admiral W. W. (“Poco”) Smith, commanding Service  
Force Pacific Fleet, flew at once to Okinawa and found the dam-  
age to shipping to be even heavier than he had feared. Twelve ships  
were sunk, 222 grounded, 32 damaged beyond the ability of the  
ships’ companies to effect repairs. Salvage began promptly. By 19  
November, 79 ships had been refloated and 132 were under repair.

The remaining 53, in too bad a state to be restored to duty, were decommissioned, stripped and abandoned. On 14 November Comservpac decided that only ten out of about 90 ships which needed major work were worth complete salvage.

This was the most furious and lethal storm ever encountered by the United States Navy, not excepting the typhoons of December 1944 and June 1945,<sup>10</sup> the famous hurricane at Apia in March of 1889.

### 5. Operation MAGIC CARPET<sup>11</sup>

The sudden cessation of hostilities created the urgent problem of "getting the boys home," and so much political and private pressure was brought to bear as to weaken very seriously the armed forces left in the area. As General George C. Marshall remarked to the writer, "It was not a demobilization; it was a rout"; and the American public paid with the Korean War for its misplaced sentimentality.

The Army recognized as early as 1942 that demobilization would be a major problem, and in mid-1943 a committee representing the Army, Navy, War Shipping Administration, and other interested agencies, went to work on it. For the Army, the problem was complicated by redeployment from Europe to the Pacific and by partial demobilization after the defeat of Germany. Active planning began in the fall of 1944. Since it was assumed that the Pacific war would continue for at least a year after the defeat of Germany in May 1945, the sudden collapse of Japan in August caught the services with their plans still incomplete.

The movement of troops from Europe began shortly after V E

<sup>10</sup> See Volumes XIII and XIV of this History.

<sup>11</sup> Comcardiv 24 (Rear Adm. H. S. Kendall) War Diary, Sept. 1945-Mar. 1946; Joseph Bykofski and Harold Larson *The Transportation Corps: Operations Overseas* (Washington, 1957); Report of the War Shipping Administrator to the President, *The United States Merchant Marine at War* (Washington, 1946); *All Hands*, Sept.-Dec. 1945; Maj. J. C. Sparrow *History of Personnel Demobilization in the United States Army* (Department of the Army pamphlet Washington, 1952).

Day. Even earlier, the War Shipping Administration, anticipating the need for temporary troop lift, began converting Liberty and Victory ships to transports. Conversion consisted of installing bunks in cargo spaces and providing additional sanitary, messing and limited recreational facilities. Eventually, the War Shipping Administration had 546 such vessels engaged in returning overseas troops. Until the Japanese surrender, the Navy did not take part in this movement; the bulk of the troops returned from Europe were in War Shipping Administration ships, augmented by the British *Queens*, Army transports, and other available tonnage. Airlift brought back a limited number from Europe, and also, later, from the Pacific.

As soon as Japan accepted surrender terms, the Navy moved into high gear on the twin problems of reducing its strength to a peacetime fleet and discharging the excess number of sailors. By an "Al-nav" of 15 August 1945, it replaced its "computed-age" formula for the release of officers and men to a point system such as the Army had been using in its rotation of troops. Age, length of service and number of dependents established an individual's number of points, which determined his eligibility and priority for discharge. Naval separation centers were established at key cities and training stations throughout the country.

The homeward movement began shortly after the formal Japanese surrender. On 6 September 1945, Task Force 11, consisting of battleships *New Mexico*, *Idaho*, *Mississippi* and *North Carolina*, carriers *Monterey* and *Bataan*, and a squadron of destroyers, under Vice Admiral Forrest Sherman, departed Tokyo Bay for the east coast of the United States, calling at Okinawa to embark high-priority "returnees."

The Navy now began to convert suitable combatant ships into temporary transports. Aircraft carriers of all types shifted their planes ashore and had three to five tiers of bunks installed on their hangar decks. These, together with battleships, cruisers, APDs and LSTs, were drawn into a big troop-lift which the Navy called MAGIC CARPET.



On 4 September 1945, Fleet Admiral Nimitz ordered Rear Admiral H. S. Kendall, Comcardiv 24, to report to Commander Service Force at Pearl Harbor for temporary duty in connection with the return of servicemen. On 9 September, he was designated Commander Task Group 16.12, and as such handled the whole of MAGIC CARPET. At that time eight CVEs were assigned to the task group, but by the end of the month 107 ships in all had been assigned, including two hospital ships.

For many of these ships the return from the war zone was to be their last. The Navy, mindful of the rôle it had played in the war against Japan, planned to show its might to the American people on Navy Day, 27 October 1945. In every port, from Seattle to Portland, Maine, naval vessels were on display. In New York, center of this celebration, 47 ships were concentrated, ranging from mighty *Missouri* to patrol craft. President Truman's day began, according to *Newsweek*, "with characteristic briskness at 8 A.M., over bacon and eggs well-seasoned with New York politics." He witnessed the commissioning of the new super-carrier *Franklin D. Roosevelt*, spoke over the air to one million people in Central Park, had lunch on board *Missouri*, and in the afternoon reviewed the Fleet from the bridge of destroyer *Renshaw*.

By October, MAGIC CARPET was operating the world around. The Army, Navy and War Shipping Administration pooled their shipping for the lift, and allocations were made by a Joint Military Transportation Committee in Washington. Most of the Navy's effort was expended in the Pacific. In September only 8241 men were returned by Task Group 16.12 out of a total of 259,856, the balance being lifted by War Shipping Administration ships. In October, however, TG 16.12 lifted 153,593 men out of a total of 446,715. December of 1945 was the peak month; 695,486 persons of all categories, Army, Navy, Marine Corps and civilians, were returned to the United States from the Pacific. Of these, 370,596 were transported by Rear Admiral Kendall's task group.<sup>12</sup>

During that month the greatest number of vessels were engaged

<sup>12</sup> Figures from Cardiv 24 War Diary.

in the lift — on 15 December 369 ships were assigned to Admiral Kendall. Most of these were amphibious types, including 222 assault transports. A respectable number of combat types were also in the run: six battleships, 18 cruisers and 57 aircraft carriers, 46 of them CVEs. Twelve were hospital ships. By the end of December the demand for shipping fell off rapidly and combat ships were detached from TG 16.12 to resume their place in the peace-time Navy, or head for the boneyard. By 15 March 1946 only 23 vessels remained in the MAGIC CARPET group. Cardiv 24 was then dissolved and Vice Admiral Oscar W. Badger, Commander Service Force, assumed personal command of the task group. By 1 September 1946 demobilization was complete insofar as the Navy was concerned.

Once the demobilization lift got into high gear, shipping was allocated approximately thus: 30 per cent to the Philippines, 30 per cent to the Marianas, 30 per cent to Okinawa and Japan, and the remaining 10 per cent to Hawaii, the South Pacific, Korea and China. Task Group 16.12 was first concerned with returning sailors, but it also carried about 42 per cent of all servicemen and civilians who were sent home by 15 March 1946. From September 1945 to that date, 3,123,394 persons of all categories were returned, and of these the MAGIC CARPET group lifted 1,307,859. Breaking down that number, 501,616 were Army, 679,819 Navy and Coast Guard, 117,686 Marines and 8738 civilians. Between 15 March and 1 September 1946 the total number lifted amounted only to 127,233 of which 89,795 were Navy and Coast Guard.

This combined shipping lift did a remarkable job. It actually got the men home faster than early estimates regarded possible. Yet there was considerable discontent and criticism of the Army for alleged delays. In the United States the public, press and Congress complained about the slowness of the return, especially in the Pacific. There was also much discontent among the troops themselves, especially after the Army announced, early in January 1946, that it was slowing down demobilization owing to replacement problems. When the Southwest Pacific theater was authorized to convert cargo vessels to transports, soldiers volunteered by the hundreds to



assist. The results provided rather crude facilities, but the feeling seemed to be "anything to get home."<sup>13</sup> The real bottleneck proved to be transportation within the United States. The railroads did not have the equipment to handle over a million men scheduled to arrive in the United States in December.<sup>14</sup> This was especially true on the Pacific Coast. Rickety old cars were pressed into service, but the situation was so bad that the railroads published advertisements apologizing for the shortage of transportation. The airlines handled as much of the traffic as they could, but there were simply not enough trains or planes to handle the load.

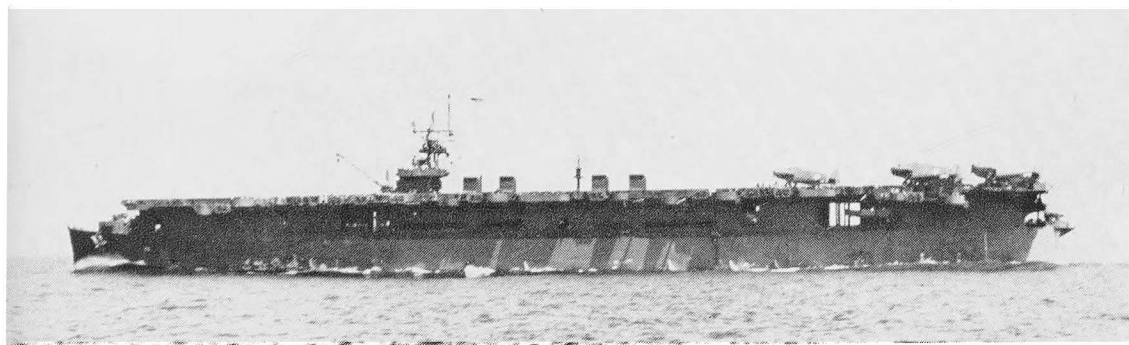
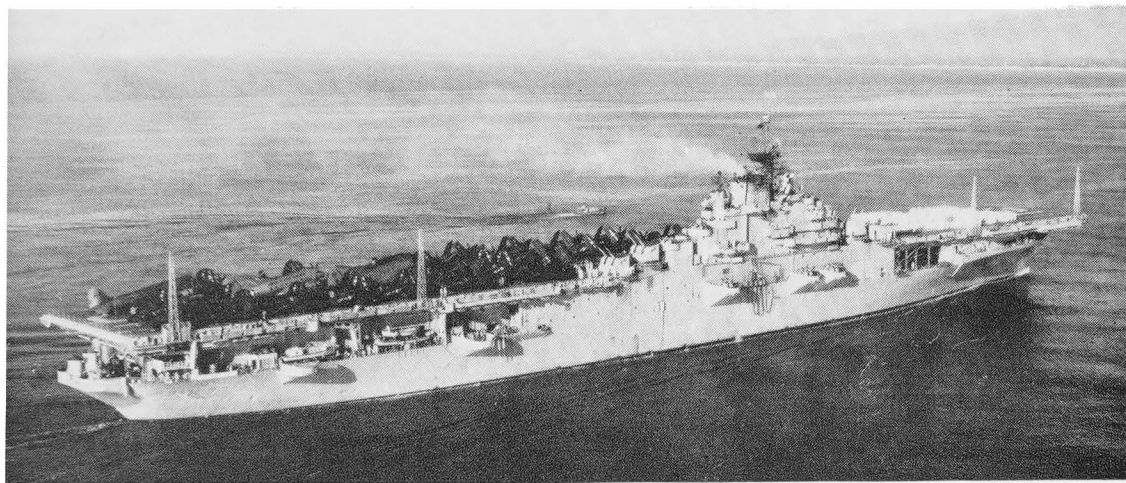
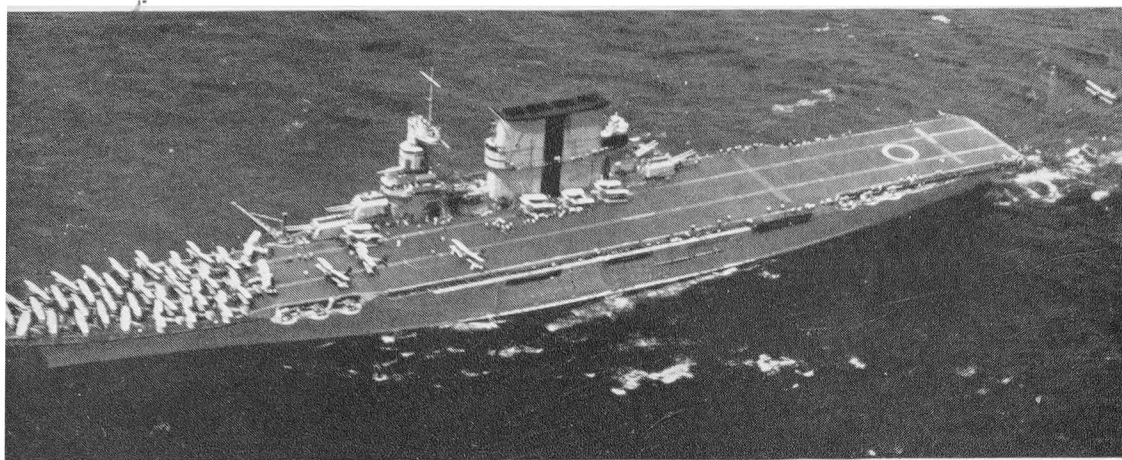
In the Atlantic, naval ships did not get into the MAGIC CARPET lift until mid-October 1945, when carrier *Lake Champlain*, commissioned in the previous June and fitted with 3300 tiered bunks, left Hampton Roads for Southampton. At that time the redeployment of troops from Europe was at its height. In November she was joined by 14 other carriers, several cruisers, and battleship *Washington*. On 20 November 400 ships were engaged in the Atlantic lift, including S.S. *Queen Mary* and seven hospital ships. By January 1946 the bulk of the Atlantic lift was over and the hastily converted ships were returned to their normal use. By the end of February, for all practical purposes, the movement homeward from Europe was completed.

By mid-November 1945, some 29 troop transports were engaged in bringing back more than 200,000 American soldiers and sailors from India and the China-Burma-India theater. This movement was completed by April of 1946.

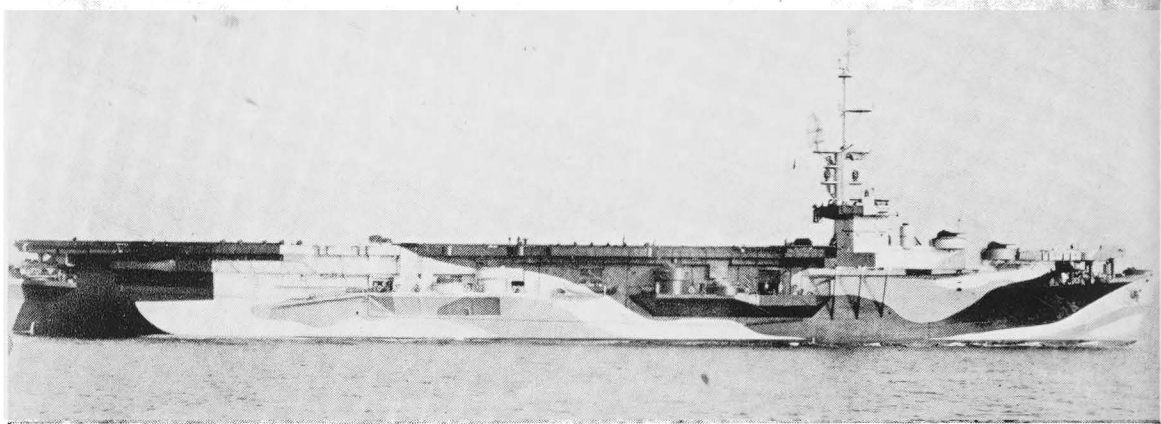
<sup>13</sup> *The Transportation Corps, Operations Overseas* p. 487.

<sup>14</sup> *Newsweek* 24 Dec. 1945.



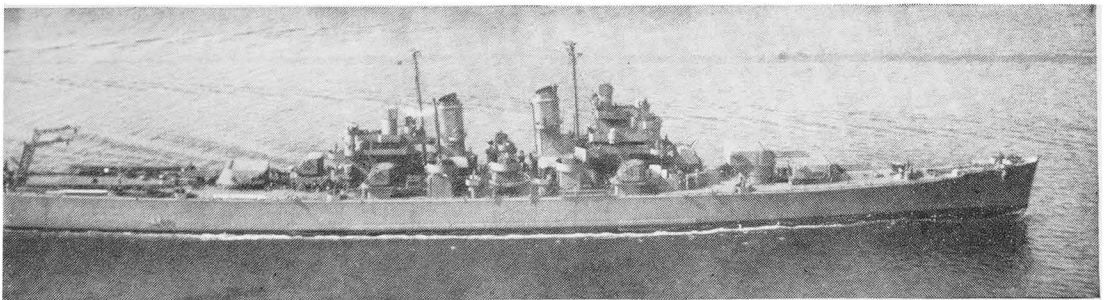
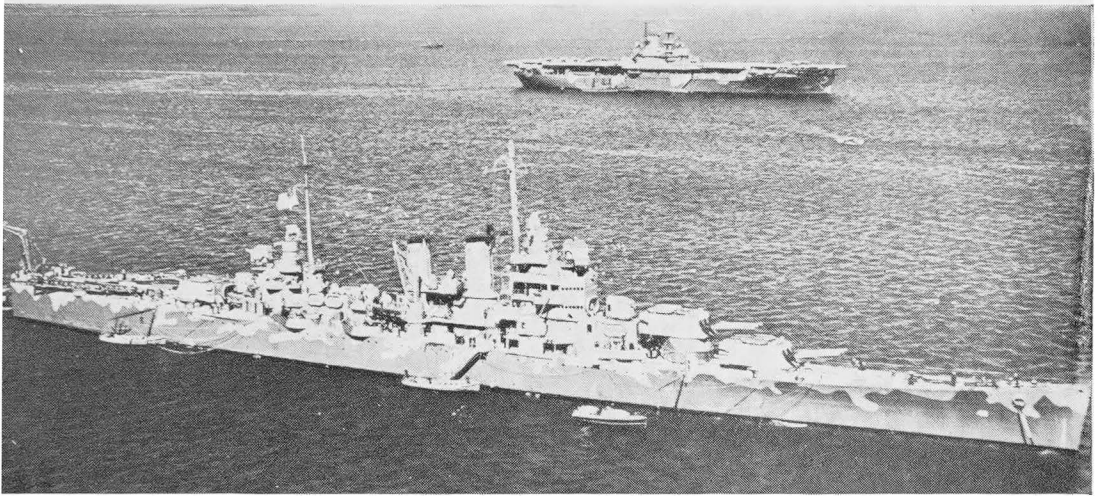
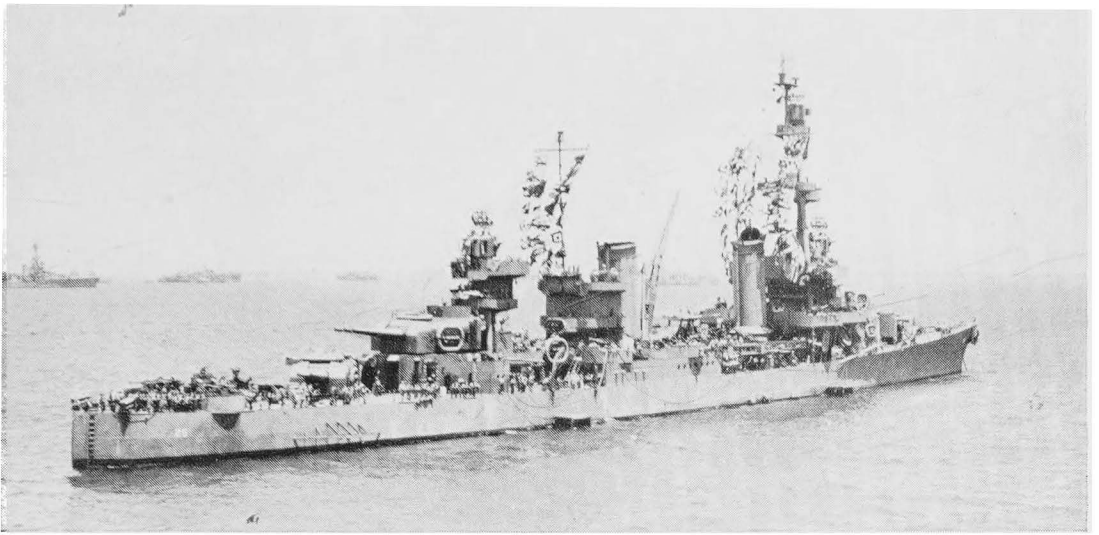


*Three Classes of Fleet Aircraft Carriers*  
*Saratoga, Bon Homme Richard, Independence*



*A "Baby Flattop" and Two "Battlewagons"*

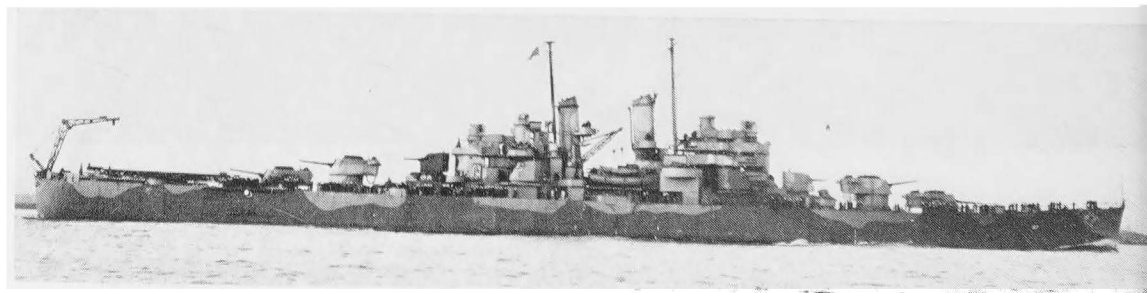
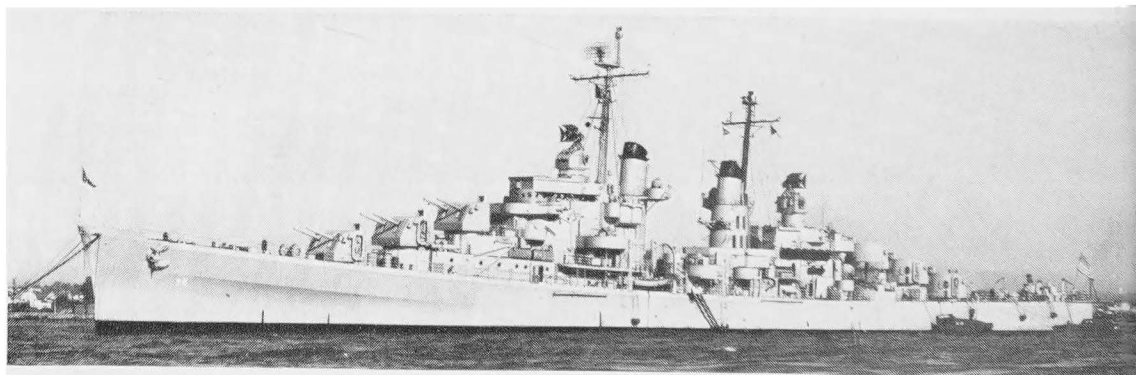
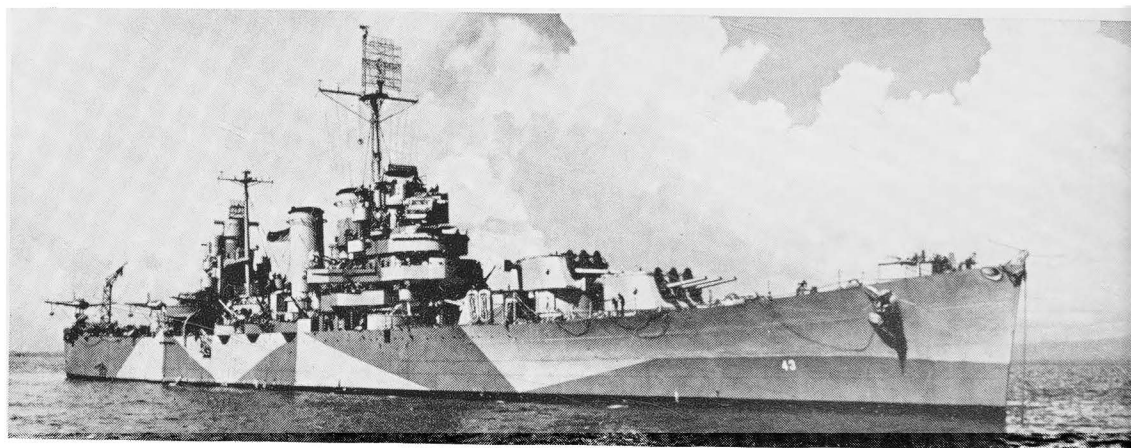
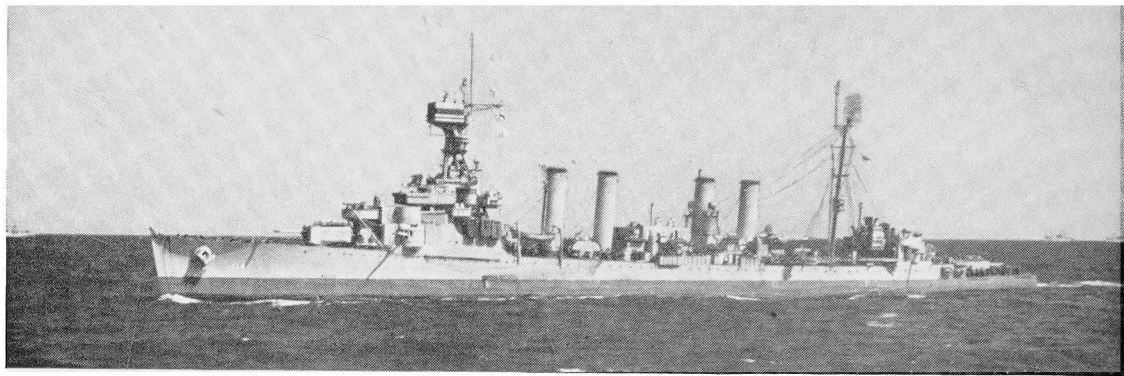
Escort Carrier *Commencement Bay*, Battleship *Washington*,  
Battleship *Indiana*



### *Heavy Cruisers*

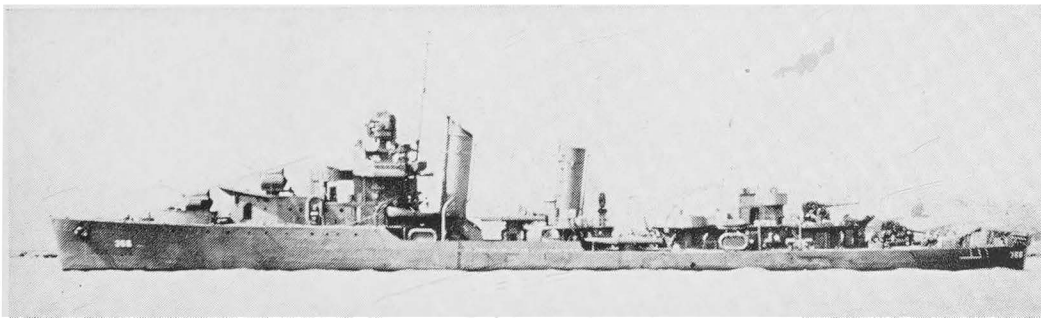
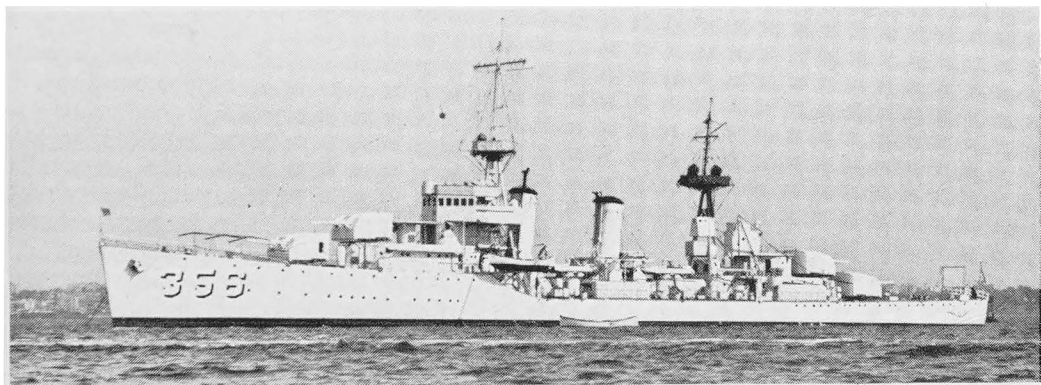
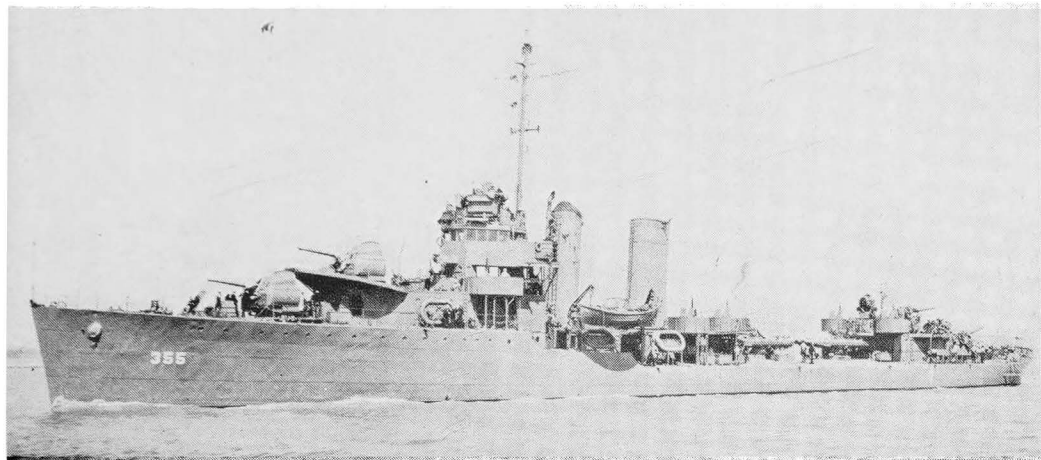
*(Top to bottom) Salt Lake City; Wichita, with older Wasp in background;  
Baltimore*



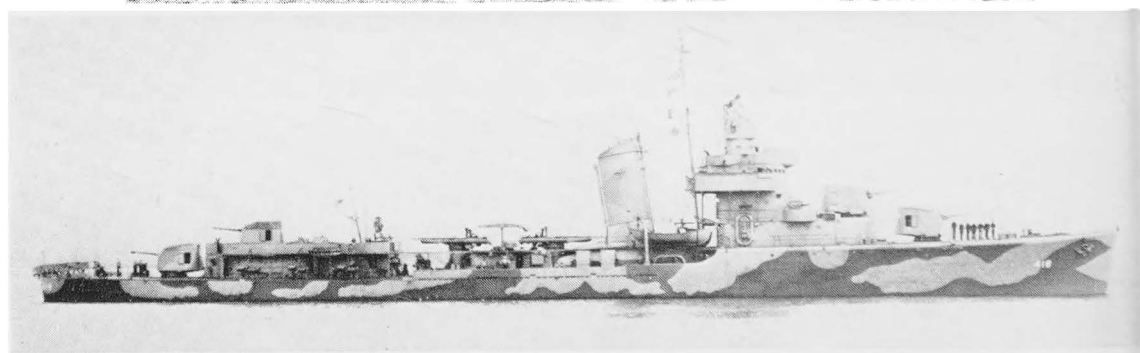
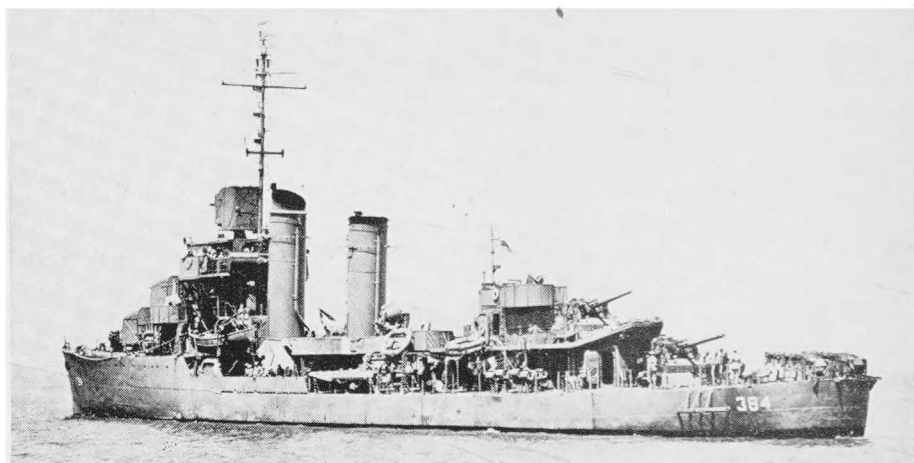
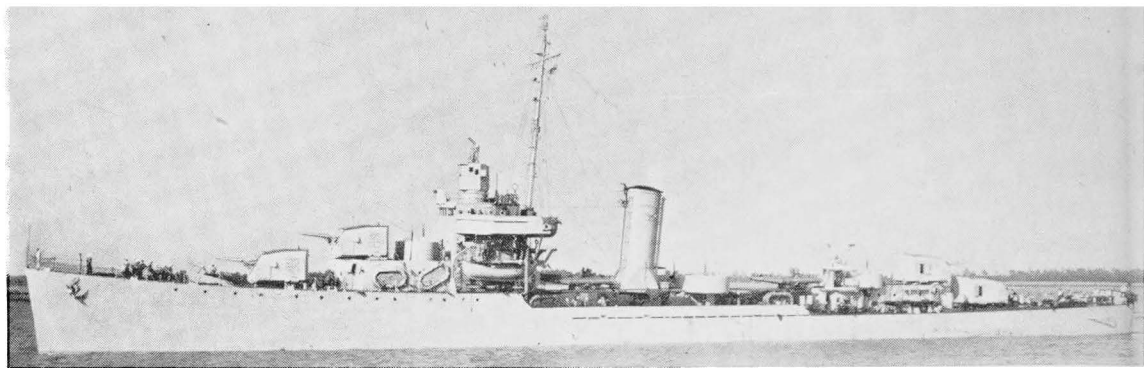


### *Light Cruisers*

*(Top to bottom) Detroit, Nashville, Oakland, Montpelier*

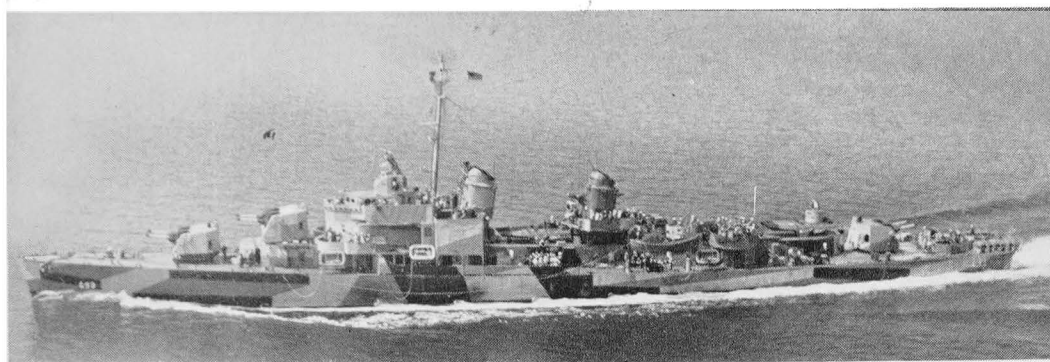
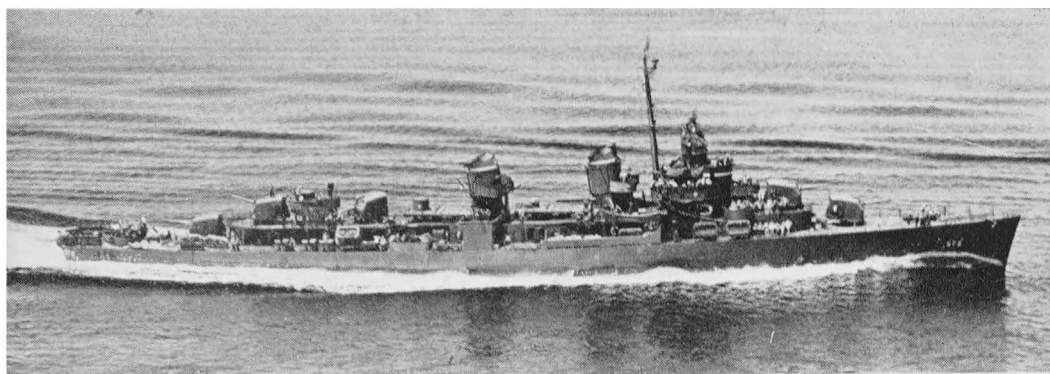


*Four Older Classes of Destroyers*  
*(Top to bottom) Schenck, Aylwin, Porter, Drayton*



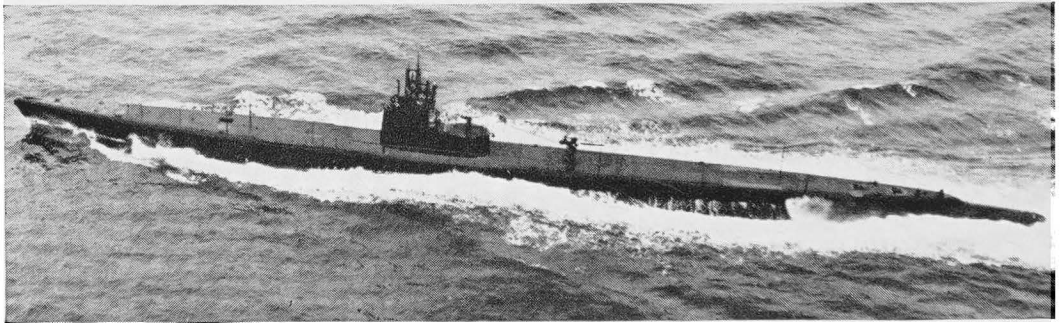
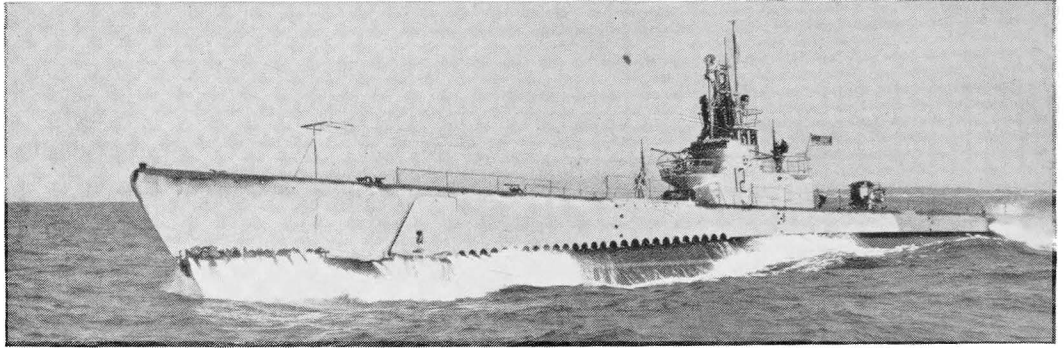
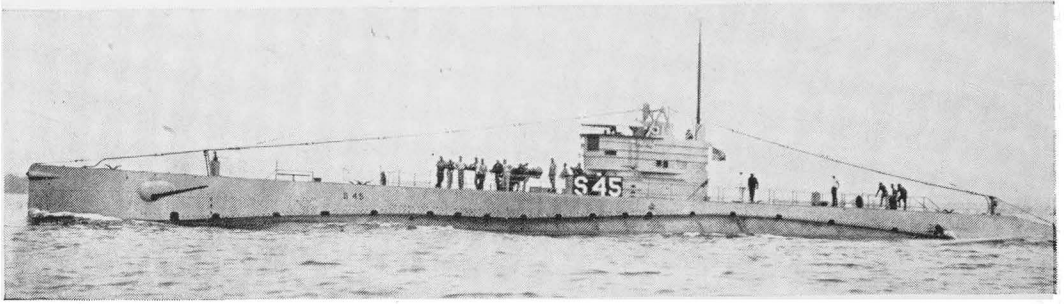
*Four Newer Classes of Destroyers  
(Top to bottom) Davis, Dunlap, Roe, Woolsey*



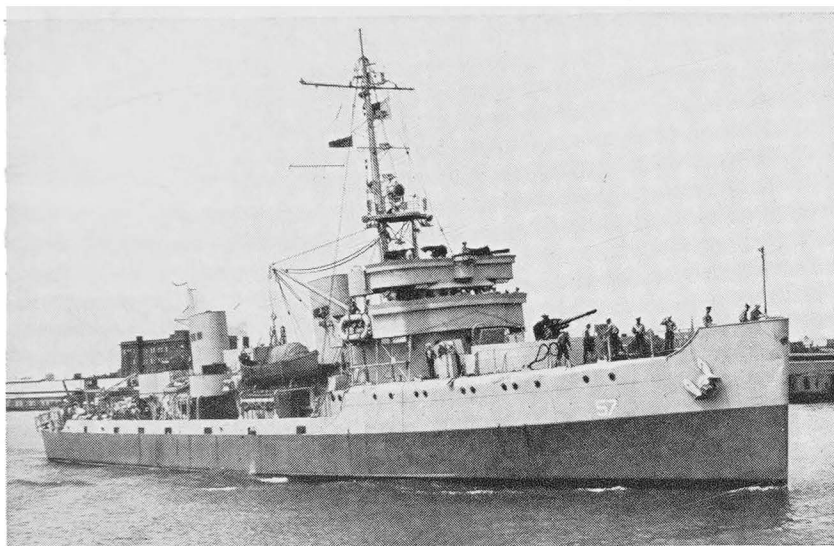
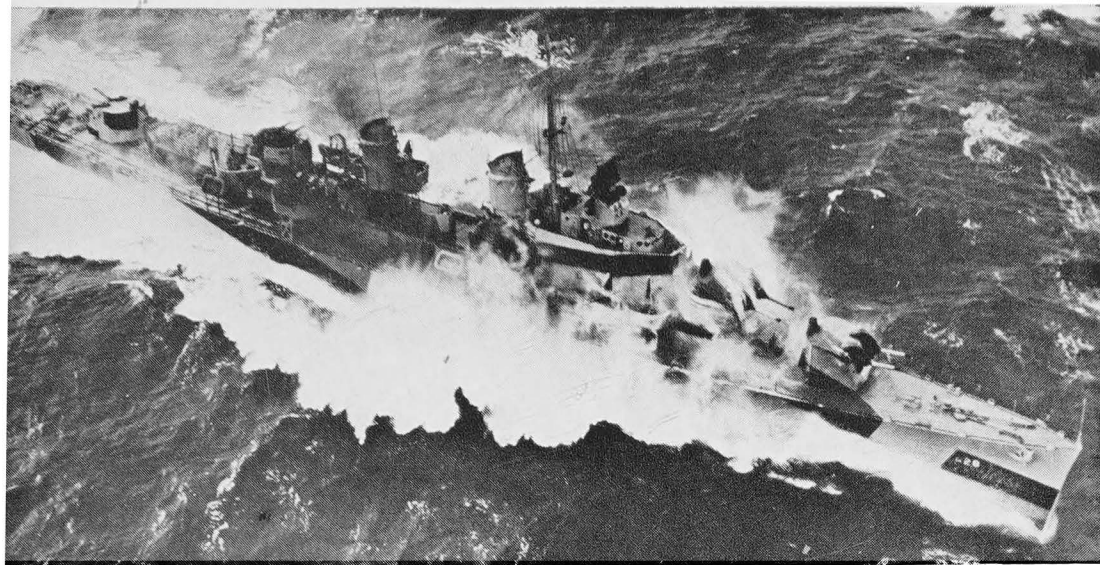


### *Destroyers and Destroyer Escorts*

*(Top to bottom) Destroyer Dyson off Guadalcanal; Destroyer Waldron;  
Destroyer Escorts Dennis and Evarts*



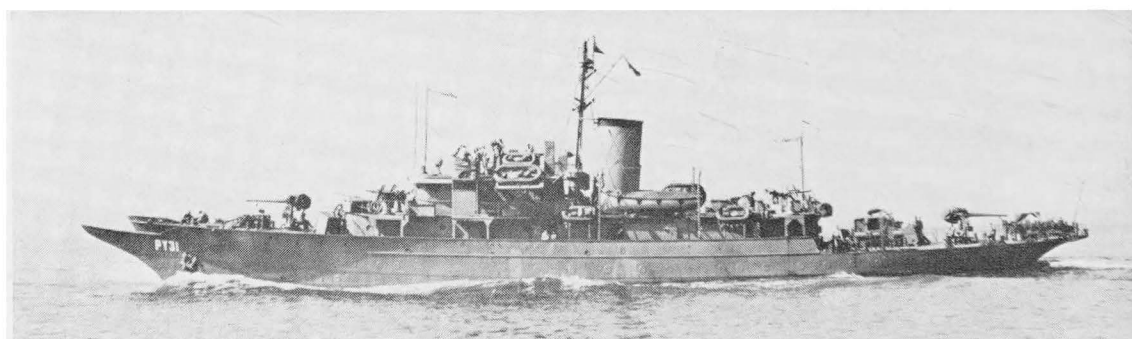
*Four Submarines*  
(Top to bottom) S-45, Peto, Hake, Snapper



### *Minecraft*

(Top to bottom) Minelayer *Tolman*, Minesweeper *Auk*, Motor  
Minesweeper YMS-324



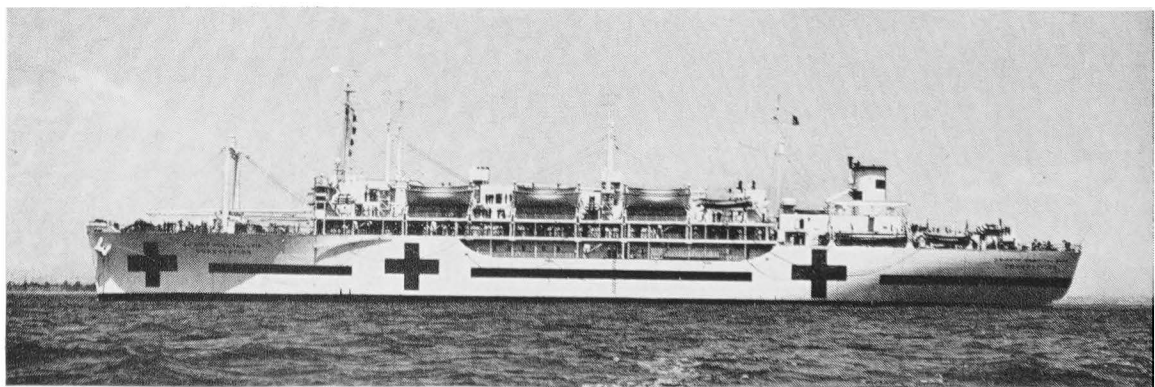
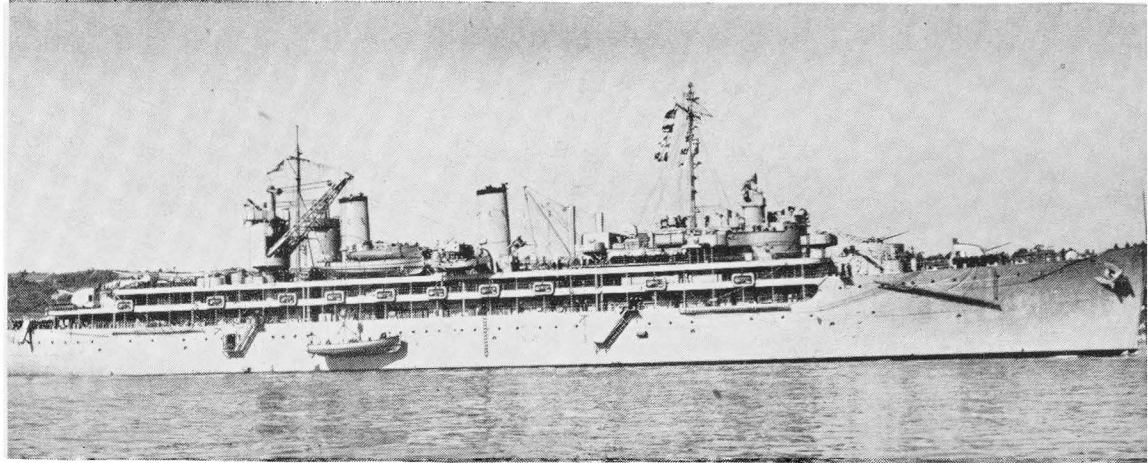


*A Frigate, a Yacht, and a Corvette*  
 (Top to bottom) Frigate Asheville, Converted Yacht Cythera,  
 Corvette Temptress



### *Patrol Craft and Submarine Chasers*

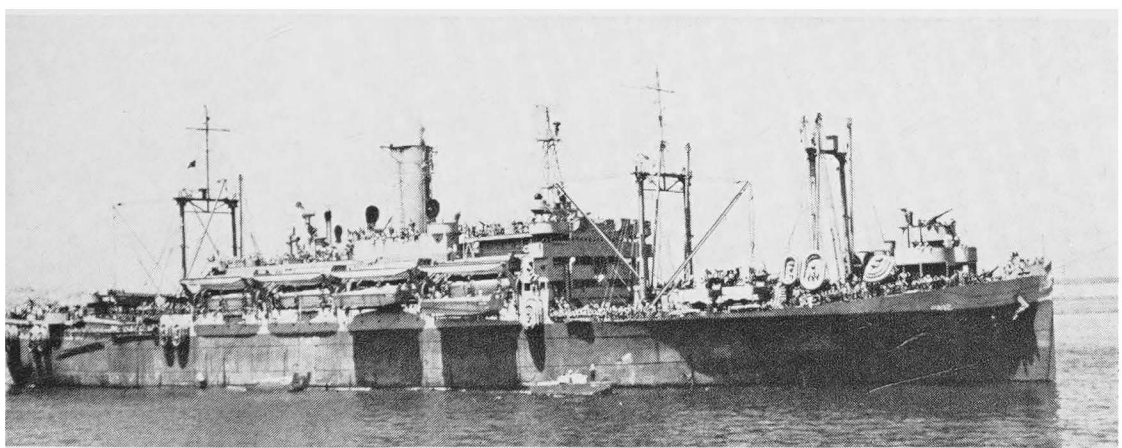
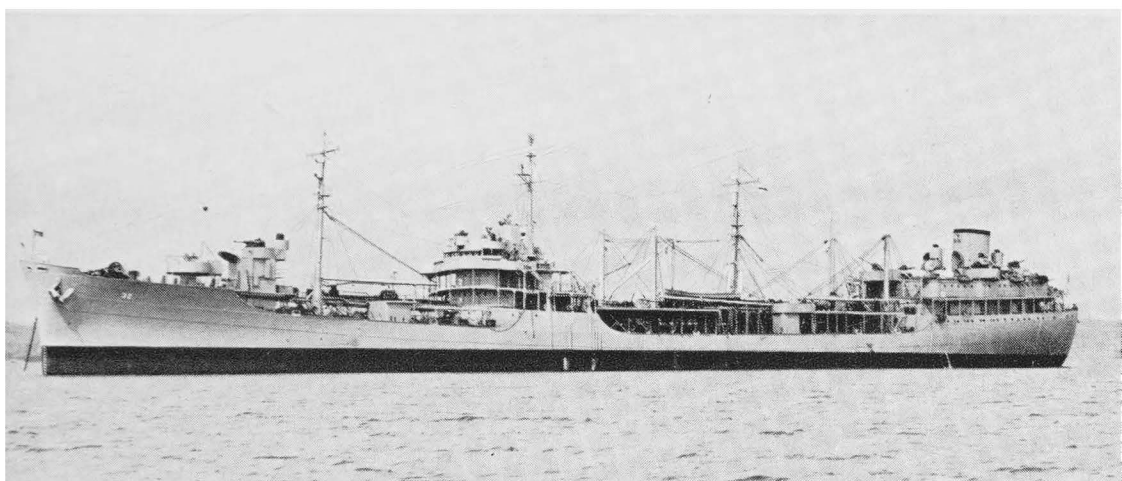
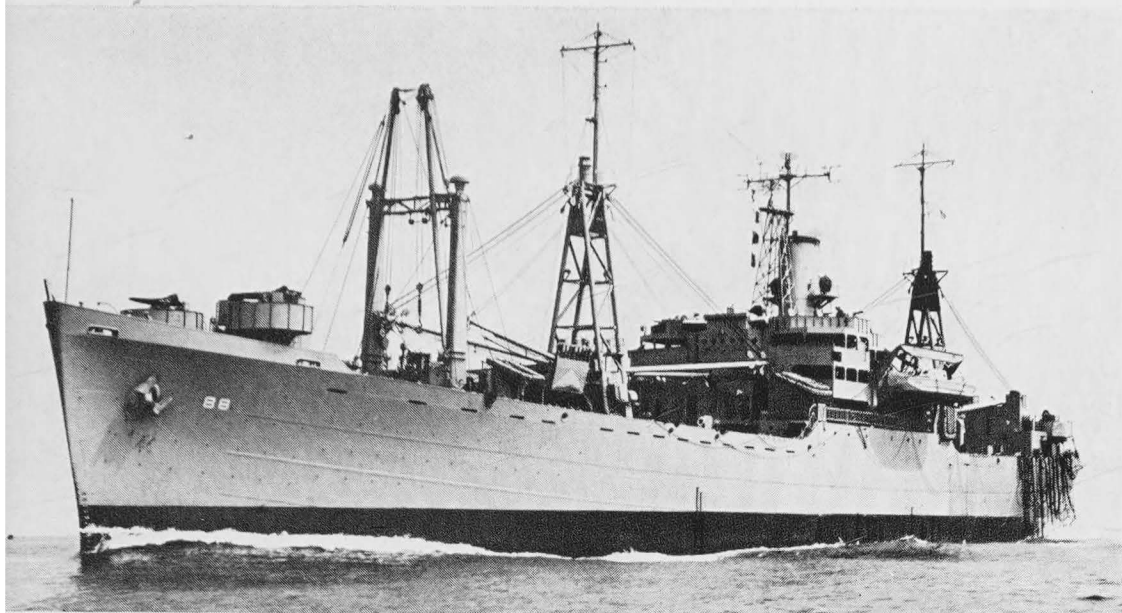
*(Top to bottom)* Escort PCE-898, Sweeper PCS-1448, Submarine Chaser SC-1036 (wood hull), Submarine Chaser PC-564 (steel hull)



### *Auxiliaries*

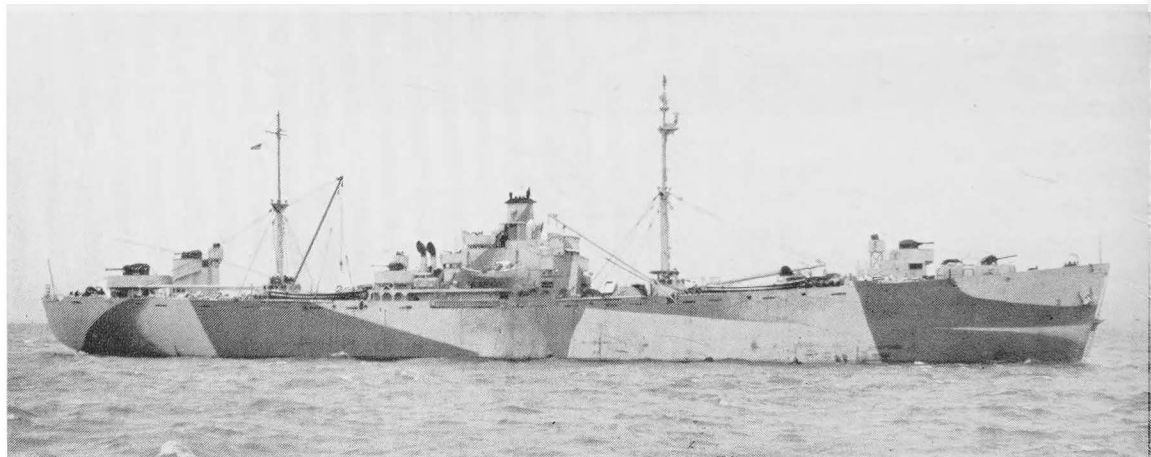
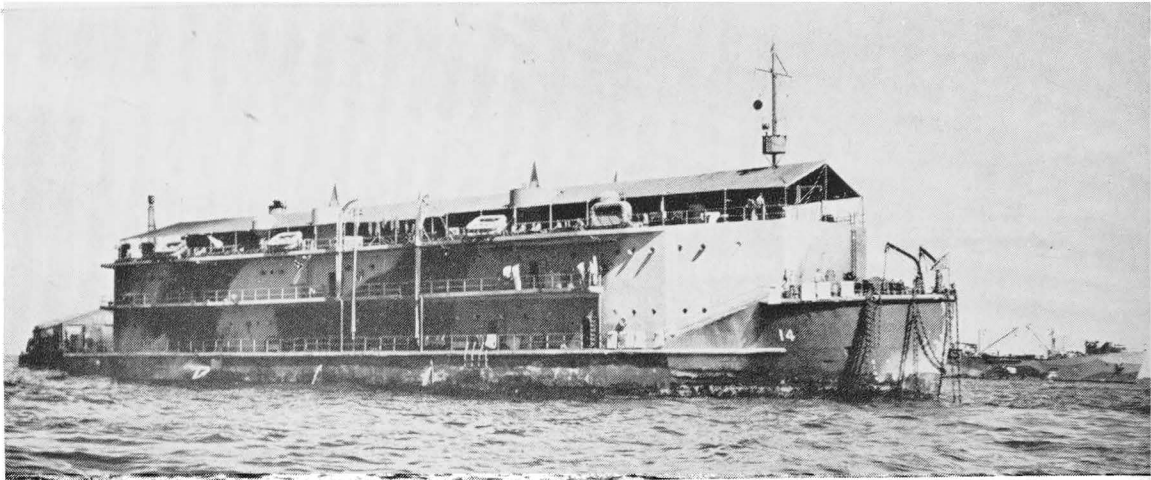
*(Top to bottom) Destroyer Tender Dixie, Survey Ship Bowditch, Hospital Ship Consolation*





### *Auxiliaries*

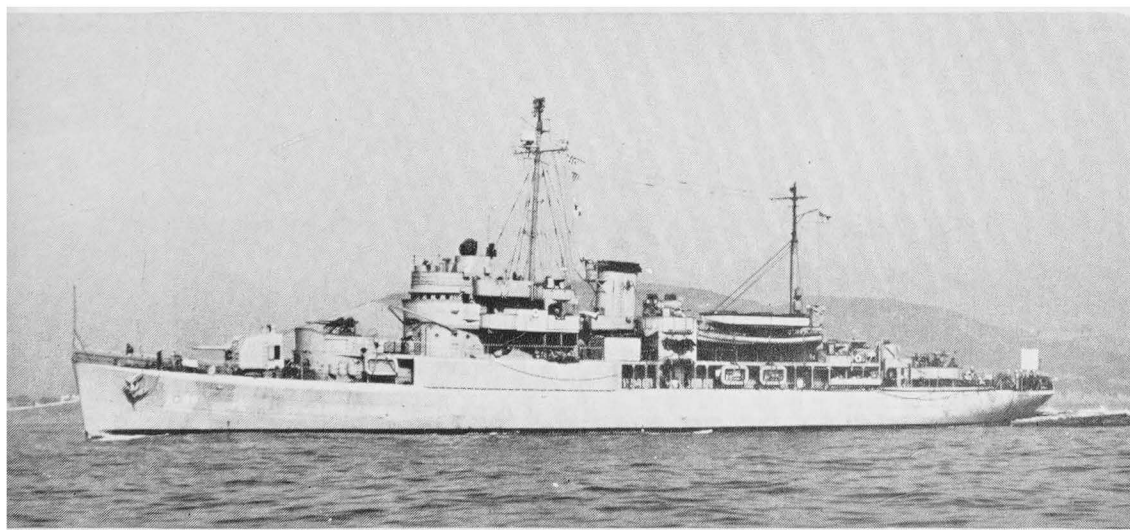
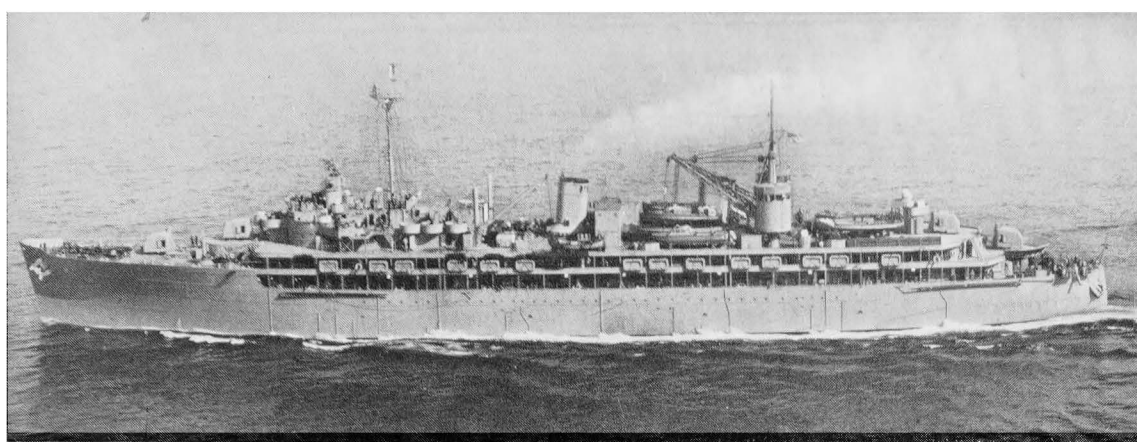
(Top to bottom) Attack Cargo Ship *Uvalde*, Fleet Oiler *Guadalupe*,  
Attack Transport *Leonard Wood*



### *Auxiliaries*

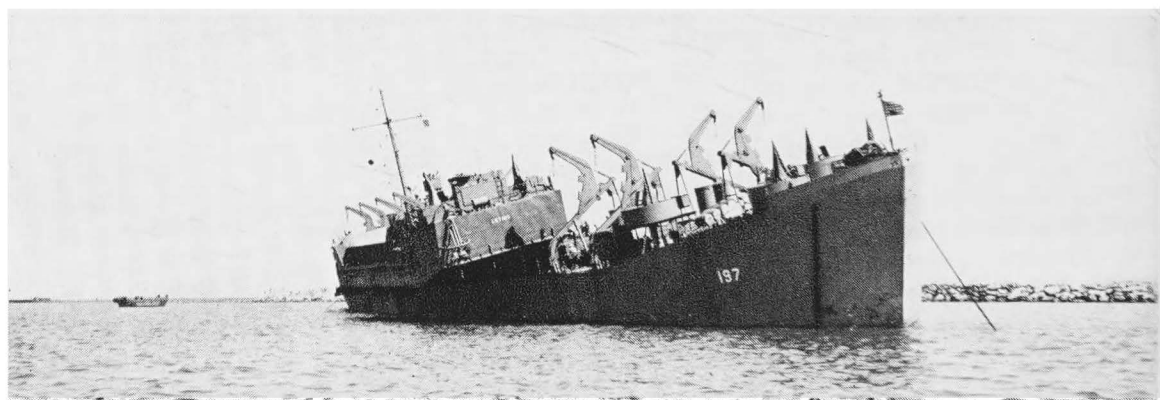
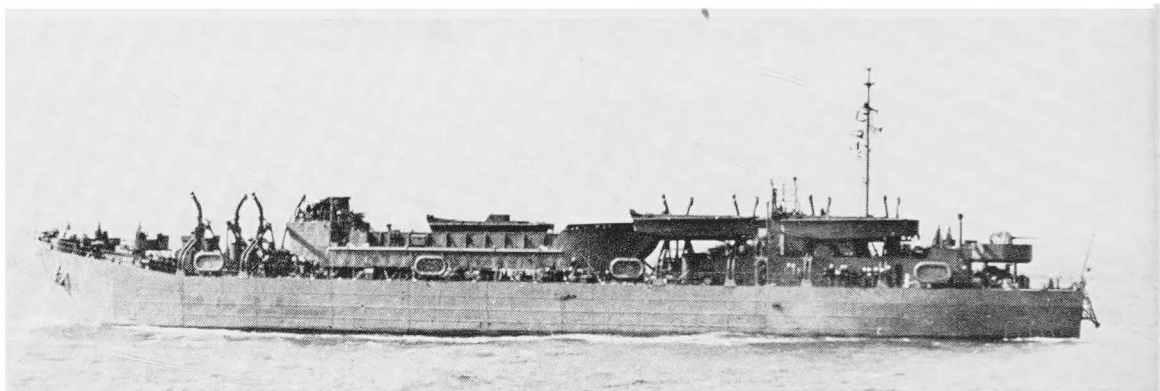
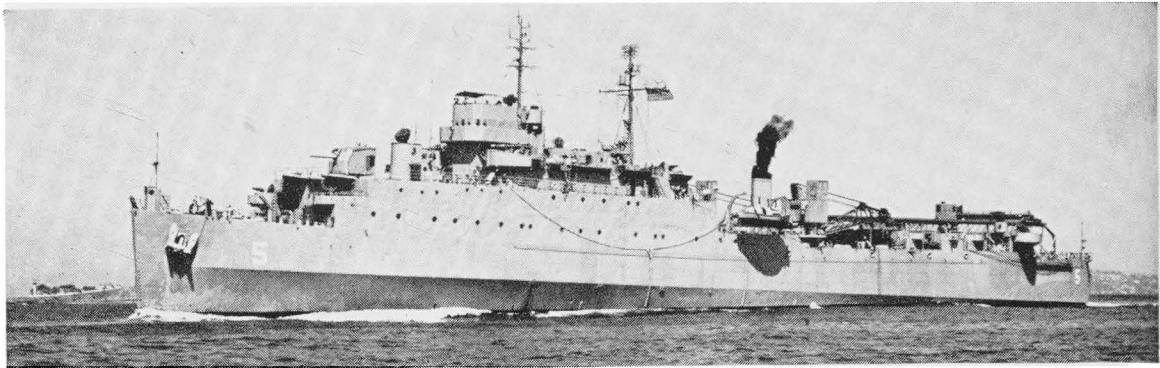
(*Top to bottom*) Barracks Ship *APL-14* ("Ritz Carlton"), Internal Combustion Engine Repair Ship *Mindanao*, Salvage Vessel *Gear*





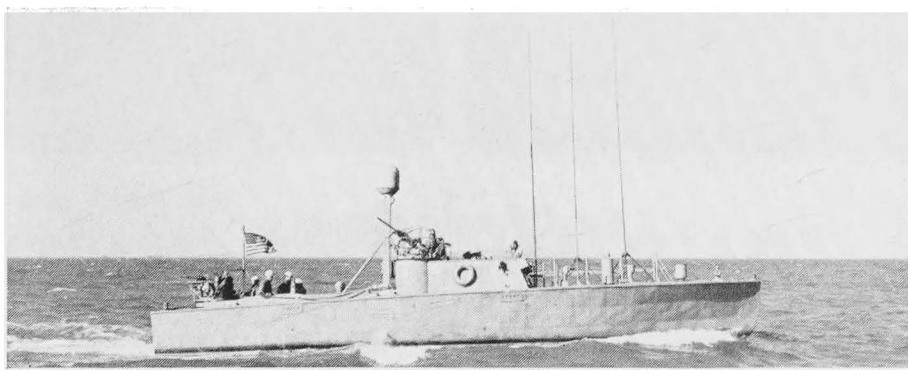
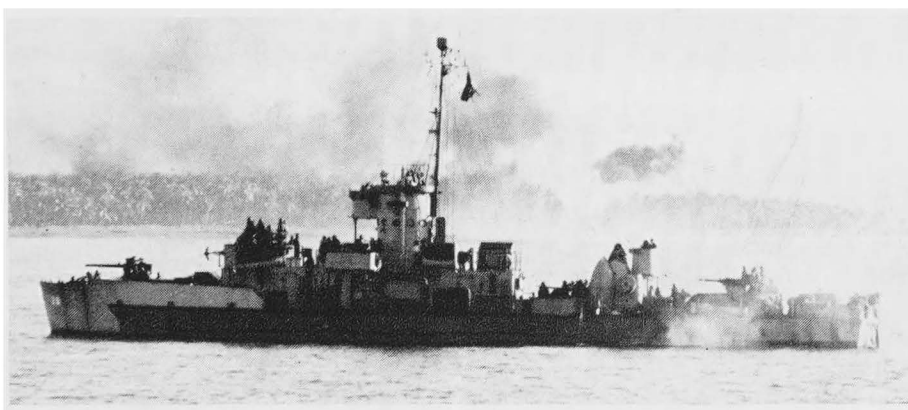
### *Auxiliaries*

(Top to bottom) Submarine Tender *Sperry*, Ocean Tug *Sioux*,  
Small Seaplane Tender *Duxbury Bay*



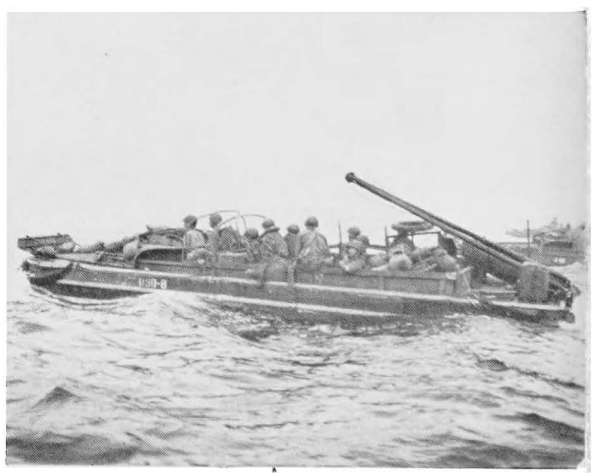
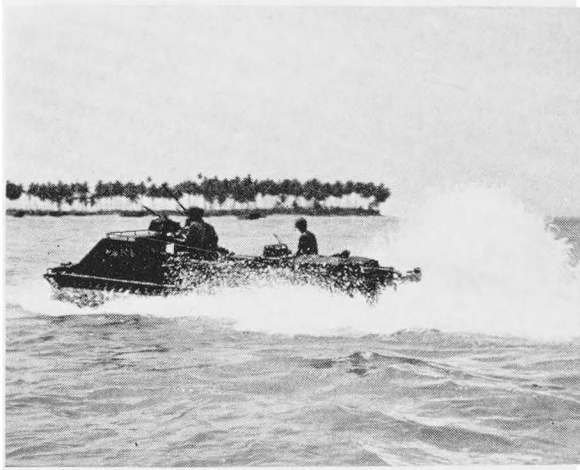
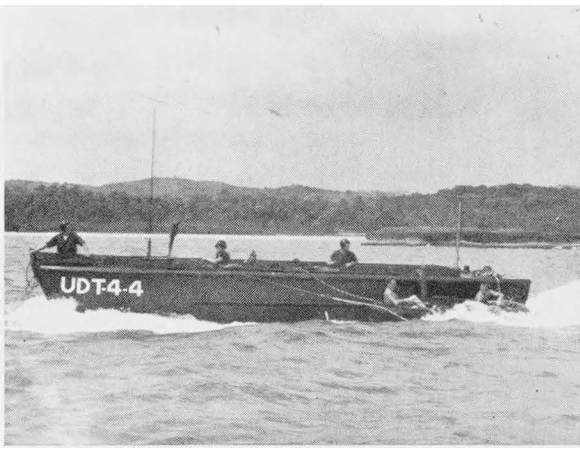
### *The Bigger Beaching Craft*

(Top to bottom) Landing Ship Dock Gunston Hall; LST-332 (Landing Ship Tank) with LCT-203 (Landing Craft Tank) on deck. LST-197 launching LCT-185; same, operation completed



### *Rocket Ship and Big Landing Craft*

(Top to bottom) Landing Ship Medium, Rocket; Landing Craft Infantry, Large, at Omaha Beach; Landing Craft Support, Large, off Cebu; Landing Craft Control

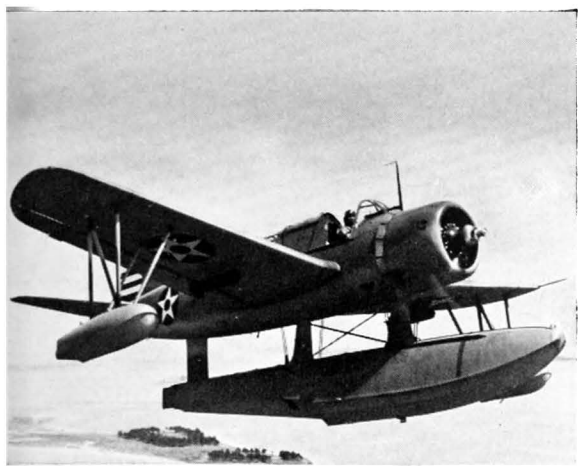
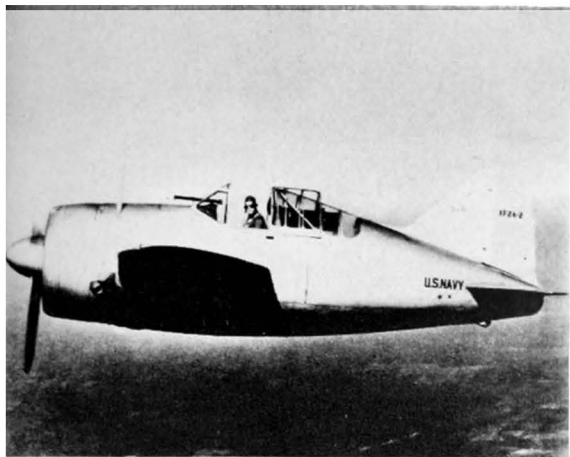


### *Small Landing Craft*

(Left, top to bottom) LCP(R) (Landing Craft Personnel, Ramped) retrieving UDT swimmers; LVT-1 (Amphtrac); DUKW on beach at Iwo Jima

(Right, top to bottom) LCVP (Landing Craft, Vehicle and Personnel) at Empress Augusta Bay; LCM (Landing Craft, Mechanized) at Bougainville; DUKW going ashore at Noemfoor

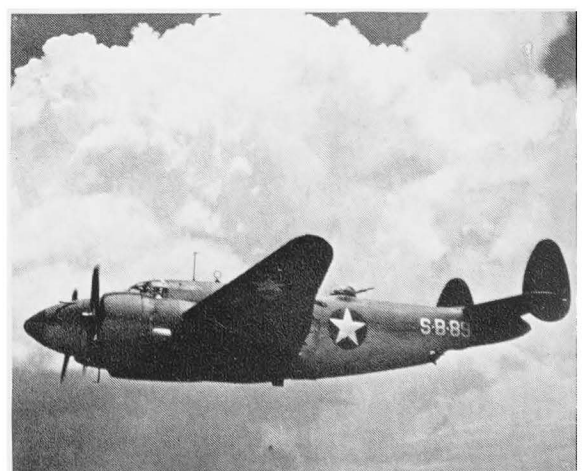
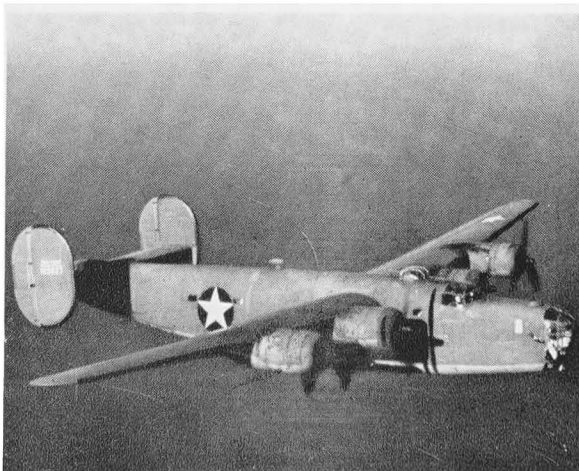
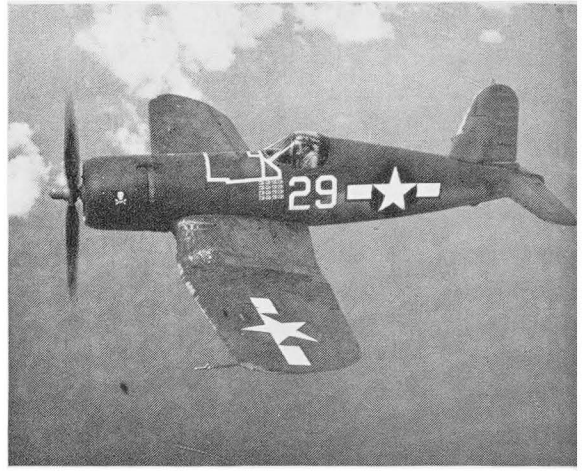




### *The Older Types of Naval Aircraft*

*(Left, top to bottom)* Buffalo fighter, Kingfisher observation (catapult-launched from cruisers or battleships), Devastator torpedo-bomber

*(Right, top to bottom)* Catalina patrol bomber, Wildcat fighter, Dauntless dive-bomber



*Types of Naval Aircraft Developed during the War*

*(Left, top to bottom) Hellcat fighter, Helldiver dive-bomber,  
Liberator long-range bomber*

*(Right, top to bottom) Corsair fighter, Avenger torpedo-bomber,  
Ventura medium bomber*

*PART II*

**Ships and Aircraft  
of the United States Navy**

*1940–1945*





HERE we list and give principal dimensions, armament, and so on for all vessels serving in the United States Navy and Coast Guard, from the declaration of national emergency on 27 June 1940 to the signing of the Japanese surrender on 2 September 1945. Yard craft, small craft such as the small yachts in the Coast Guard Inshore Patrol, and floating dry docks are excepted. All types of naval combat aircraft which saw action during World War II are included.

Full statistics are shown for combatant vessels, mine, patrol and landing craft: standard displacement, over-all length, extreme beam, maximum draft, rated speed, armament during the period of greatest service, and maximum wartime complement. Propulsion is shown for those vessels not powered by geared turbines.

Space restrictions prevent the inclusion of such detailed information about auxiliaries. Their relative size, however, can be seen from their displacement.

Principal reference works are *Ships Data U. S. Naval Vessels*, editions of 1943, 1945 and 1949; *United States Naval Vessels* (ONI 222-US), 1 September 1945; *Comairpac Index of United States Fleet*, 1 December 1944; and K. Jack Bauer's ms. "Ships of the United States Navy, 1775-1945." Additional information can be found in three unofficial works: *Jane's Fighting Ships*, 1940 and later editions; James C. Fahey *Ships and Aircraft of the United States Fleet*, Victory Edition (1945); and Roger Kafka and Roy L. Pepperburg *Warships of the World*, Victory Edition (1946).

Photographs of several different classes and types of vessels and

planes are here shown, but many others, which are in Volumes I–XIV, may be located by consulting the General Index in this volume.

The Navy's system of naming ships is based on rules established by law, custom and tradition, which assign to each type of vessel a particular class or classes of names. Deviations are relatively few, and generally result from reasons of state (such as *Canberra*), merchantmen retaining their names, or other vessels transferred from one class to another.

The following name classifications were used during World War II:

Aircraft Carriers	Famous old ships of U.S.N., and battles
Escort Carriers	Sounds, bays and battles of World War II
Battleships	States of the Union
Large Cruisers	Territories and insular possessions
Cruisers, Gunboats, Frigates	Cities and towns
Destroyers and DEs	Distinguished officers and enlisted men of Navy and Marine Corps, and Secretaries of the Navy, and a few civilians who helped the Navy
Submarines	Fish and other marine creatures
Minelayers	Old monitors of the U. S. Navy
Auxiliary Minelayers	Obstructions
Minesweepers	Birds or abstract qualities, words of action, etc.
Converted Yachts	Precious and semi-precious stones and general words
Destroyer Tenders	Geographical areas of the United States
Ammunition Ships	Volcanoes
Store and Store Issue Ships	Stars
Amphibious Force Flagships	Mountains
Repair Ships and MTB Tenders	Mythological characters
Surveying Ships	Distinguished marine surveyors
Hospital Ships	Peaceful or comforting words
Cargo Ships	Stars, or counties of the United States
Attack Cargo Ships and Attack Transports	Counties of the United States
Aircraft Ferries	Places associated with the history of aviation
Net Tenders	Trees or old monitors
Oilers and Gasoline Tankers	Rivers

Transports	Presidents, "Signers" (of the Declaration of Independence), distinguished generals and admirals, famous women, historic places
Evacuation Transports	Surgeons General of the U. S. Navy
Internal Combustion Engine	
Repair Ships	Islands
Salvage Vessels	Terms associated with marine salvage
Submarine Tenders	Submarine pioneers and mythological characters
Submarine Rescue Vessels	Birds
Tugs	Indian Tribes
Seaplane Tenders,	Aviation pioneers, bays, sounds and straits
Landing Ships, Dock	Homes of famous Americans and famous spots



## SHIPS AND AIRCRAFT OF THE UNITED STATES NAVY, 1940-1945

The following symbols and abbreviations will be used:

\* Lost in combat or by accident, 27 June 1940-2 September 1945

† Scrapped, sold, reduced to small craft or otherwise disposed of,  
between the same dates

Comm.—Commissioned

Conv.—Converted

Displ.—Light displacement, i.e., ready for sea but without consum-  
able or variable items, aircraft or crew

kts.—Knots

Reclass.—Reclassified

### 1. AIRCRAFT CARRIERS

#### CV Fleet Aircraft Carriers

##### LEXINGTON Class

33,000 tons; length 901'2"; beam 130'1"; draft 32'6"; speed 34 kts.; armament  
16-5"/38 86 planes; complement 3373; turbines with electric motor.

No.	Name	Comm.	No.	Name	Comm.
CV-2	*LEXINGTON	14 Dec. 1927	CV-3	SARATOGA	16 Nov. 1927

*Builders:* Fore River S. B. Co., Quincy (CV-2) and New York S. B. Co. (CV-3).  
Converted from battle cruisers.

##### RANGER

14,500 tons; length 769'; beam 109'6"; draft 24'6"; speed 30 kts.; armament  
8-5"/25 72 planes; complement 2461.

**CV Fleet Aircraft Carriers: RANGER (*cont'd*)**

No.	Name	Comm.
CV-4	RANGER	4 June 1934

*Builders:* Newport News.

First American carrier built from keel up as such.

**YORKTOWN Class**

19,800 tons; length 827'4"; beam 114'; draft 28'6"; speed 34 kts.; armament 8-5"/38 85 planes; complement 2919.

CV-6 ENTERPRISE 12 May 1938 CV-5 \*YORKTOWN 30 Sept. 1937

*Builders:* Newport News.**WASP**

14,700 tons; length 739'; beam 80'9"; draft 20'; speed 30 kts.; armament 8-5"/38 84 planes; complement 1800.

CV-7 \*WASP 25 Apr. 1940

*Builders:* Bethlehem, Quincy.**HORNET**

20,000 tons; length 809'6"; beam 83'3"; draft 21'8"; speed 34 kts.; armament 8-5"/38 81 planes; complement 2072.

CV-8 \*HORNET 20 Oct. 1941

*Builders:* Newport News.**ESSEX Class, Short-Hull Group**

27,100 tons; length 872'; beam 147'; draft 28'7"; speed 33 kts.; armament 12-5"/38 103 planes; complement 3448.

CV-20	BENNINGTON	6 Aug. 1944	CV-12	HORNET	29 Nov. 1943
CV-31	BON HOMME		CV-11	INTREPID	16 Aug. 1943
	RICHARD	26 Nov. 1944	CV-16	LEXINGTON	17 Feb. 1943
CV-17	BUNKER HILL	24 May 1943	CV-18	WASP	24 Nov. 1943
CV-9	ESSEX	31 Dec. 1942	CV-10	YORKTOWN	15 Apr. 1943
CV-13	FRANKLIN	31 Jan. 1944			

*Builders:* Newport News (CV 9-13); Bethlehem, Quincy (CV 16-18); and New York Navy Yard (CV 20, 31).**ESSEX Class, Long-Hull Group**

27,100 tons; length 888'; beam 147'6"; draft 28'7"; speed 33 kts.; armament 12-5"/38 103 planes; complement 3448.

CV-36	ANTIETAM	28 Jan. 1945	CV-15	RANDOLPH	9 Oct. 1944
CV-21	BOXER	16 Apr. 1945	CV-38	SHANGRI-LA	15 Sept. 1944
CV-19	HANCOCK	15 Apr. 1944	CV-14	TICONDEROGA	8 May 1944
CV-39	LAKE CHAM- PLAIN	3 June 1945			

## ESSEX Class, Long-Hull Group (*cont'd*)

**Builders:** Newport News (CV 14-15, 21); Bethlehem, Quincy (CV-19); Philadelphia Navy Yard (CV-36); Norfolk Navy Yard (CV 38-39).

Differ from short-hull group only in having a pointed bow extending beyond the flight deck.

## CVL Light Aircraft Carriers

### INDEPENDENCE Class

11,000 tons; length 622'6"; beam 109'2"; draft 26'; speed 32 kts.; armament 18-40mm. 33 planes; complement 1569.

No.	Name	Comm.	No.	Name	Comm.
CVL-29	BATAAN	17 Nov. 1943	CVL-28	LANGLEY	31 Aug. 1943
CVL-24	BELLEAU WOOD	31 Mar. 1943	CVL-26	MONTEREY	17 June 1943
CVL-27	CABOT	24 July 1943	CVL-23	*PRINCETON	25 Feb. 1943
CVL-25	COWPENS	28 May 1943	CVL-30	SAN JACINTO	15 Dec. 1943
CVL-22	INDEPENDENCE	14 Jan. 1943			

**Builders:** New York S. B. Co.

Converted from light cruisers while building.

## CVE Escort Aircraft Carriers <sup>1</sup>

### LONG ISLAND

7886 tons; length 492'; beam 102'; draft 25'6"; speed 16 kts.; armament 1-5"/38 2-3"/50 21 planes; complement 1970; diesel engine.

CVE-1 LONG ISLAND                      2 June 1941

**Builders:** 1940 by Sun S. B. & D. D. Co. as merchantman.

Maritime Commission C3-Cargo type. One sister transferred to Britain under Lend-Lease.

### BOGUE Class

7800 tons; length 495'8"; beam 111'6"; draft 26'; speed 17 kts.; armament 2-5"/38 28 planes; complement 890-1205.

CVE-18	ALTAMAHA	15 Sept. 1942	CVE-12	COPAHEE	15 June 1943
CVE-20	BARNES	20 Feb. 1943	CVE-13	CORE	10 Dec. 1942
CVE-21	*BLOCK ISLAND	8 Mar. 1943	CVE-25	CROATAN	28 Apr. 1943
CVE-9	BOGUE	26 Sept. 1942	CVE-16	NASSAU	20 Aug. 1942
CVE-23	BRETON	12 Apr. 1943	CVE-31	PRINCE	
CVE-11	CARD	8 Nov. 1942		WILLIAM	9 Apr. 1943

**Builders:** Seattle-Tacoma S. B. Corp.

Maritime Commission C3-S-Al type. Twenty-six sisters went to Britain under Lend-Lease.

<sup>1</sup> Carried as Aircraft Carriers, Escort (AVG) until 20 Aug. 1942 and Auxiliary Aircraft Carriers (ACV) until CVE designation established 15 July 1943.

## SANGAMON Class

11,400 tons; length 553'; beam 114'3"; draft 32'; speed 18 kts.; armament 2-5"/38; 30 planes; complement 1080.

No.	Name	Comm.	No.	Name	Comm.
CVE-28	CHENANGO	19 Sept. 1942 <sup>2</sup>	CVE-29	SANTEE	24 Aug. 1942 <sup>2</sup>
CVE-26	SANGAMON	25 Aug. 1942 <sup>2</sup>	CVE-27	SUWANNEE	24 Sept. 1942 <sup>2</sup>

Built in 1938 by Federal, Kearny (CVE 26-27) and Sun (CVE 28-29) as merchant tankers.

Converted from oilers; Maritime Commission MC-SO type.

<sup>2</sup> Commissioning date as carrier.

## CHARGER

8000 tons; length 492'; beam 102'; draft 25'6"; speed 16 kts.; armament 1-5"/51 4-3"/50 21 planes; complement 970; diesel engine.

CVE-30 CHARGER

Comm. 3 Mar. 1942

Built in 1941 by Sun as merchantman.

Maritime Commission C3-P&C type. Three sisters transferred to Britain under Lend-Lease.

## CASABLANCA Class

7800 tons; length 512'3"; beam 108'; draft 22'4"; speed 19 kts.; armament 1-5"/38 28 planes; complement 860; reciprocating engines.

CVE-99	ADMIRALTY ISLANDS	13 June 1944	CVE-94	LUNGA POINT	14 May 1944
CVE-55	ALAZON BAY <sup>3</sup>	8 July 1943	CVE-91	MAKASSAR STRAIT	27 Apr. 1944
CVE-102	ATTU	30 June 1944	CVE-93	MAKIN ISLAND	9 May 1944
CVE-95	*BISMARCK SEA	20 May 1944	CVE-61	MANILA BAY	5 Oct. 1943
CVE-100	BOUGAINVILLE	18 June 1944	CVE-77	MARCUS ISLAND	26 Jan. 1944
CVE-88	CAPE ESPERANCE	9 Apr. 1944	CVE-101	MATANIKAU	24 June 1944
CVE-57	CORAL SEA <sup>4</sup>	27 Aug. 1943	CVE-63	*MIDWAY <sup>5</sup>	23 Oct. 1943
CVE-58	CORREGIDOR	31 Aug. 1943	CVE-59	MISSION BAY	13 Sept. 1943
CVE-70	FANSHAW BAY	9 Dec. 1943	CVE-104	MUNDA	8 July 1944
CVE-73	*GAMBIER BAY	28 Dec. 1943	CVE-62	NATOMA BAY	14 Oct. 1943
CVE-60	GUADALCANAL	25 Sept. 1943	CVE-74	NEHENTA BAY	3 Jan. 1944
CVE-75	HOGGATT BAY	11 Jan. 1944	CVE-79	*OMMANEY BAY	11 Feb. 1944
CVE-97	HOLLANDIA	1 June 1944	CVE-80	PETROF BAY	18 Feb. 1944
CVE-76	KADASHAN BAY	18 Jan. 1944	CVE-103	ROI	6 July 1944
CVE-68	KALININ BAY	27 Nov. 1943	CVE-81	RUDYERD BAY	25 Feb. 1944
CVE-69	KAASAN BAY	4 Dec. 1943	CVE-82	SAGINAW BAY	2 Mar. 1944
CVE-71	KITKUN BAY	15 Dec. 1943	CVE-96	SALAMAUA	26 May 1944
CVE-98	KWAJALEIN	7 June 1944	CVE-83	SARGENT BAY	9 Mar. 1944
CVE-56	*LISCOME BAY	7 Aug. 1943	CVE-78	SAVO ISLAND	3 Feb. 1944
			CVE-84	SHAMROCK BAY	15 Mar. 1944
			CVE-85	SHIPLEY BAY	21 Mar. 1944

<sup>3</sup> Renamed CASABLANCA 3 Apr. 1945.

<sup>4</sup> Renamed ANZIO 15 Sept. 1944.

<sup>5</sup> Renamed ST. LO 15 Sept. 1944.



CASABLANCA Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
CVE-86	SITKOH BAY	28 Mar. 1944	CVE-64	TRIPOLI	31 Oct. 1943
CVE-67	SOLOMONS	21 Nov. 1943	CVE-72	TULAGI	21 Dec. 1943
CVE-87	STEAMER BAY	4 Apr. 1944	CVE-65	WAKE ISLAND	7 Nov. 1943
CVE-89	TAKANIS BAY	15 Apr. 1944	CVE-66	WHITE PLAINS	15 Nov. 1943
CVE-90	THETIS BAY	21 Apr. 1944	CVE-92	WINDHAM BAY	3 May 1944

*Builders:* Kaiser S. B. Co., Vancouver.

Maritime Commission S4-S2-BB3 type.

## COMMENCEMENT BAY Class

11,373 tons; length 557'1"; beam 105'2"; draft 32'; speed 19 kts.; armament 2-5"/38 30 planes; complement 1066.

CVE-115	BAIROKO	16 July 1945	CVE-108	KULA GULF	12 May 1945
CVE-106	BLOCK ISLAND	30 Dec. 1944	CVE-113	PUGET SOUND	18 June 1945
CVE-109	CAPE		CVE-110	SALERNO BAY	19 May 1945
	GLOUCESTER	5 Mar. 1945	CVE-112	SIBONEY	14 May 1945
CVE-105	COMMENCE-		CVE-111	VELA GULF	9 Apr. 1945
	MENT BAY	27 Nov. 1944			
CVE-107	GILBERT				
	ISLANDS	5 Feb. 1945			

*Builders:* Todd-Pacific Shipyards, Inc., Tacoma.

## 2. BB BATTLESHIPS

## ARKANSAS

26,100 tons; length 562'; beam 106'1"; draft 32'; speed 20.5 kts.; armament 12-12"/50 6-5"/51 10-3"/50 3 planes; complement 1860.

BB-33 ARKANSAS 17 Sept. 1912

*Builders:* New York S. B. Corp.

Sister-ship WYOMING served as gunnery training vessel.

## NEW YORK Class

27,000 tons; length 573'; beam 106'1"; draft 32'3"; speed 20 kts.; armament 10-14"/45 6-5"/51 10-3"/50 3 planes; complement 1264; reciprocating engines.

BB-34 NEW YORK 15 Apr. 1914 BB-35 TEXAS 12 Mar. 1914

*Builders:* New York Navy Yard (BB-34) and Newport News (BB-35).

## NEVADA Class

29,000 tons; length 583'; beam 107'11"; draft 33'6"; speed 20 kts.; armament 10-14"/45 12-5"/51 8-5"/25 3 planes or 10-14"/45 16-5"/38 2 planes; complement 2166; turbine or reciprocating engines.

BB-36 NEVADA 11 Mar. 1916 BB-37 \*OKLAHOMA 2 May 1916

*Builders:* Fore River S. B. Corp., Quincy, Mass. (BB-36) and New York S. B. Corp. (BB-37).

*Ships and Aircraft***PENNSYLVANIA Class**

32,600-33,100 tons; length 608'; beam 106'3"; draft 33'6"; armament 12-14"/45 12-5"/51 8-5"/25 3 planes or 12-14"/45 16-5"/38 2 planes; complement 2555.

No.	Name	Comm.	No.	Name	Comm.
BB-39	*ARIZONA	17 Oct. 1916	BB-38	PENNSYLVANIA	12 June 1916

*Builders:* Newport News (BB-38) and New York Navy Yard (BB-39).

**NEW MEXICO Class**

33,000-33,400 tons; length 624'; beam 106'3"; draft 34'; speed 21.5 kts.; armament 12-14"/50 6-5"/51 8-5"/25 2 planes or 12-14"/50 10-"/38 2 planes; complement 1945-2116.

BB-42	IDAHO	24 Mar. 1919	BB-40	NEW MEXICO	20 May 1918
BB-41	MISSISSIPPI	18 Dec. 1917			

*Builders:* New York Navy Yard (BB-40); Newport News (BB-41); and New York S. B. Corp. (BB-42).

**TENNESSEE Class**

32,300-32,600 tons; length 624'-624'6"; beam 114'; draft 34'; speed 20 kts.; armament 12-14"/50 12-5"/51 8-5"/25 3 planes or 12-14"/50 16-5"/38 2 planes; complement 2243-2375; turbines with electric drive.

BB-44	CALIFORNIA	10 Aug. 1921	BB-43	TENNESSEE	3 June 1920
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*Builders:* New York Navy Yard (BB-43) and Mare Island Navy Yard (BB-44).

**COLORADO Class**

31,500-32,500 tons; length 624'; beam 108'1"-114'; draft 33'7"-34'8"; speed 21 kts.; armament 8-16"/45 12-5"/51 8-5"/25 3 planes or 8-16"/45 16-5"/38 2 planes; complement 1968-2182; turbines with electric drive.

BB-45	COLORADO	30 Aug. 1923	BB-48	WEST VIRGINIA	1 Dec. 1923
BB-46	MARYLAND	21 July 1921			

*Builders:* New York S. B. Corp. (BB-45) and Newport News (BB 46,48).

**NORTH CAROLINA Class**

35,000 tons; length 729'; beam 108'4"; draft 35'6"; speed 27 kts.; armament 9-16"/45 20-5"/38 3 planes; complement 2339.

BB-55	NORTH CAROLINA	9 Apr. 1941	BB-56	WASHINGTON	15 May 1941
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*Builders:* New York Navy Yard (BB-55) and Philadelphia Navy Yard (BB-56).

**SOUTH DAKOTA Class**

35,000 tons; length 680'; beam 108'2"; draft 36'2"; speed 27 kts.; armament 9-16"/45 16-20 5"/38 3 planes; complement 2257-2354.

BB-60	ALABAMA	16 Aug. 1942	BB-59	MASSACHUSETTS	12 May 1942
BB-58	INDIANA	30 Apr. 1942	BB-55	SOUTH DAKOTA	20 Mar. 1942

*Builders:* New York S. B. Co. (BB-57); Newport News (BB-58); Bethlehem, Quincy (BB-59); and Norfolk Navy Yard (BB-60).

## IOWA Class

45,000 tons; length 887'3"-887'7"; beam 108'1"-108'2"; draft 37'9"-38'; speed 33 kts.; armament 9-16"/50 20-5"/38 3 planes; complement 2753-2978.

No.	Name	Comm.	No.	Name	Comm.
BB-61	IOWA	22 Feb. 1943	BB-62	NEW JERSEY	23 May 1943
BB-63	MISSOURI	11 June 1944	BB-64	WISCONSIN	16 Apr. 1944

*Builders:* New York Navy Yard (BB 61, 63); Philadelphia Navy Yard (BB 62, 64).

## 3. CRUISERS

## CB Large Cruisers

## ALASKA Class

27,500 tons; length 808'6"; beam 91'1"; draft 32'4"; speed 33 kts.; armament 9-12"/50 12-5"/38 4 planes; complement 2251.

CB-1	ALASKA	17 June 1944	CB-2	GUAM	17 Sept. 1944
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*Builders:* New York S. B. Co.

## CA Heavy Cruisers

## PENSACOLA Class

9100 tons; length 585'8"; beam 65'3"; draft 22'5"; speed 32.5 kts.; armament 10-8"/55 8-5"/25 2 planes; complement 1113-1135.

CA-24	PENSACOLA	6 Feb. 1930	CA-25	SALT LAKE CITY	11 Dec. 1929
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*Builders:* New York Navy Yard (CA-24) and New York S. B. Co. (CA-25).

## NORTHAMPTON Class

9050-9300 tons; length 600'3"; beam 66'1"; draft 24'; speed 32.5 kts.; armament 9-8"/55 8-5"/25 3 planes; complement 1020-1155.

CA-31	AUGUSTA	30 Jan. 1931	CA-30	*HOUSTON	17 June 1930
CA-27	CHESTER	24 June 1930	CA-28	LOUISVILLE	15 Jan. 1931
CA-29	*CHICAGO	9 Mar. 1931	CA-26	*NORTHAMPTON	17 May 1930

*Builders:* Bethlehem, Quincy (CA-26); New York S. B. Co. (CA-27); Puget Sound Navy Yard (CA-28); Mare Island Navy Yard (CA-29); and Newport News (CA 30-31).

## PORTLAND Class

9800-9950 tons; length 610'3"-610'4"; beam 66'1"; draft 24'6"; speed 32.5 kts.; armament 9-8"/55 8-5"/25 3 planes; complement 1229-1382.

CA-35	*INDIANAPOLIS	15 Nov. 1932	CA-33	PORTLAND	23 Feb. 1933
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*Builders:* Bethlehem, Quincy (CA-33) and New York S. B. Co. (CA-35).

Heavy Cruisers (*cont'd*): NEW ORLEANS Class

9375-9975 tons; length 588'2"; beam 61'9"-61'10"; draft 24'4"; speed 32 kts.; armament 9-8"/55 8-5"/25 3 planes; complement 1042-1121.

No.	Name	Comm.	No.	Name	Comm.
CA-34	*ASTORIA	28 Apr. 1934	CA-38	SAN FRANCISCO	10 Feb. 1934
CA-36	MINNEAPOLIS	19 May 1934	CA-37	TUSCALOOSA	17 Aug. 1934
CA-32	NEW ORLEANS	15 Feb. 1934	CA-44	*VINCENNES	24 Feb. 1937
CA-39	*QUINCY	9 June 1936			

*Builders:* New York Navy Yard (CA 32, 37); Puget Sound Navy Yard (CA-34); Philadelphia Navy Yard (CA-36); New York S. B. Co. (CA-37); Mare Island Navy Yard (CA-38); and Bethlehem, Quincy (CA 39, 44).

## WICHITA

10,000 tons; length 608'4"; beam 61'9"; draft 25'; speed 32.5 kts.; armament 9-8"/55 8-5"/38 2 planes; complement 1343.

CA-45 WICHITA 16 Feb. 1939

*Builders:* Philadelphia Navy Yard.

## BALTIMORE Class

13,600 tons; length 673'5"; beam 70'10"; draft 26'10"; speed 33 kts.; armament 9-8"/55 12-5"/38 4 planes; complement 1648-1969.

CA-68	BALTIMORE	15 Apr. 1943	CA-131	FALL RIVER	1 July 1945
CA-69	BOSTON	30 June 1943	CA-135	LOS ANGELES	22 July 1945
CA-130	BREMERTON	29 Apr. 1945	CA-132	MACON	26 Aug. 1945
CA-70	CANBERRA	14 Oct. 1943	CA-72	PITTSBURGH	10 Oct. 1944
CA-136	CHICAGO	10 Jan. 1945	CA-71	QUINCY	15 Dec. 1943
CA-74	COLUMBUS	8 June 1945	CA-73	ST. PAUL	17 Feb. 1945

*Builders:* Bethlehem, Quincy (CA 68-74); New York S. B. Co. (CA 130-132); and Philadelphia Navy Yard (CA 135-136).

## CL Light Cruisers

## OMAHA Class

7050 tons; length 555'6"; beam 55'4"; draft 19'11"-20'10"; speed 35 kts.; armament 10-6"/53 6-8 3"/50 6-21" torpedo tubes; 2 planes; complement 681-823.

CL-6	CINCINNATI	1 Jan. 1924	CL-5	MILWAUKEE <sup>6</sup>	20 June 1923
CL-10	CONCORD	3 Nov. 1923	CL-4	OMAHA	24 Feb. 1923
CL-8	DETROIT	31 July 1923	CL-7	RALEIGH	6 Feb. 1924
CL-12	MARBLEHEAD	8 Sept. 1924	CL-9	RICHMOND	2 July 1923
CL-13	MEMPHIS	4 Feb. 1925	CL-11	TRENTON	19 Apr. 1924

*Builders:* Todd S. B. & D. D. Co., Tacoma (CL 4-6); Bethlehem, Quincy (CL 7-8); and Cramp (CL 9-13).

<sup>6</sup> Transferred to U.S.S.R. under Lend-Lease.

## BROOKLYN Class

9475-9700 tons; length 608'4"; beam 61'8"-69'6"; draft 24'4"-25'; speed 33 kts.; armament 15-6"/47 8-5"/25 or /38 2 planes; complement 1140-1363.

BROOKLYN Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
CL-47	BOISE	12 Aug. 1938	CL-41	PHILADELPHIA	23 Sept. 1937
CL-40	BROOKLYN	30 Sept. 1937	CL-46	PHOENIX	3 Oct. 1938
CL-48	HONOLULU	15 June 1938	CL-42	SAVANNAH	10 Mar. 1938
CL-43	NASHVILLE	6 June 1938			

*Builders:* New York Navy Yard (CL 40, 48); Philadelphia Navy Yard (CL-41); New York S. B. Co. (CL 42-43, 46); Newport News (CL-47).

ST. LOUIS Class

10,000 tons; length 608'4"; beam 61'8"; draft 25'10"; speed 32 kts.; armament 15-6"/47 8-5"/38 2 planes; complement 1216.

CL-50	*HELENA	18 Sept. 1939	CL-49	ST. LOUIS	19 May 1939
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*Builders:* Newport News (CL-49) and New York Navy Yard (CL-50).

Modified BROOKLYNS with twin 5" turrets instead of open single mounts.

ATLANTA Class

6000 tons; length 541'6"-541'9"; beam 53'2"; draft 26'6"-26'8"; speed 32-33 kts.; armament 12-16 5"/38 8-21" torpedo tubes; complement 688-820.

CL-51	*ATLANTA	24 Dec. 1941	CL-96	RENO	28 Dec. 1943
CL-97	FLINT	31 Aug. 1944	CL-53	SAN DIEGO	10 Jan. 1942
CL-52	*JUNEAU	14 Feb. 1942	CL-54	SAN JUAN	28 Feb. 1942
CL-95	OAKLAND	17 July 1943	CL-98	TUCSON	3 Feb. 1945

*Builders:* Federal, Kearny (CL 51-52); Bethlehem, Quincy (CL 53-54); and Bethlehem, San Francisco (CL 95-98).

Anti-aircraft cruisers.

CLEVELAND Class

10,000 tons; length 610'-610'1"; beam 66'3"-66'4"; draft 24'7"-26'6"; speed 32.5 kts.; armament 12-6"/47 12-5"/38 3 planes; complement 1214-1475.

CL-101	AMSTERDAM	8 Jan. 1945	CL-63	MOBILE	24 Mar. 1943
CL-90	ASTORIA	17 May 1944	CL-57	MONTPELIER	9 Sept. 1942
CL-104	ATLANTA	3 Dec. 1944	CL-91	OKLAHOMA CITY	22 Dec. 1944
CL-80	BILOXI	31 Aug. 1943	CL-65	PASADENA	8 June 1944
CL-62	BIRMINGHAM	29 Jan. 1943	CL-102	PORTSMOUTH	25 June 1945
CL-55	CLEVELAND	15 June 1942	CL-82	PROVIDENCE	15 May 1945
CL-56	COLUMBIA	29 June 1942	CL-60	SANTA FE	24 Nov. 1942
CL-105	DAYTON	7 Jan. 1945	CL-66	SPRINGFIELD	9 Sept. 1944
CL-58	DENVER	15 Oct. 1942	CL-67	TOPEKA	23 Dec. 1944
CL-87	DULUTH	18 Sept. 1944	CL-86	VICKSBURG	12 June 1944
CL-81	HOUSTON	20 Dec. 1943	CL-64	VINCENNES	21 Jan. 1944
CL-92	LITTLE ROCK	17 June 1945	CL-103	WILKES-BARRE	1 July 1944
CL-89	MIAMI	28 Dec. 1943			

*Builders:* New York S. B. Co. (CL 55-60, 103-105); Newport News (CL 62-63, 80-81, 86-87, 101-102); Bethlehem, Quincy (CL 64-67, 82); Cramp (CL 89-92).

Nine sisters were converted to CVL while building.

## 4. DD DESTROYERS

## ALLEN

920 tons; length 315'3"; beam 30'7"; draft 12'9"; speed 30 kts.; armament 4-4"/50 6-21" torpedo tubes; complement 146.

No.	Name	Comm.	No.	Name	Comm.
DD-66	ALLEN	1917			

*Builders:* Bath.

## CALDWELL Class

1020 tons; length 315'6"; beam 31'2"-31'3"; draft 11'6"; speed 30 kts.; armament 4-4"/50 1-3"/23 12-21" torpedo tubes or 3-3"/50; complement 148.

DD-72	CONNER <sup>7</sup>	1918	DD-74	MANLEY	1945 <sup>8</sup>
DD-70	CONWAY <sup>7</sup>	1918	DD-73	STOCKTON <sup>7</sup>	1917

*Builders:* Norfolk Navy Yard (DD-70); Cramp (DD 72-73); and Bath (DD-74).

<sup>7</sup> Transferred to Great Britain.

<sup>8</sup> Date converted from high-speed transport.

## WICKES ("Flush Decker") Class

1060-1090 tons; length 314'5"-315'5"; beam 31'8"-31'9"; draft 12'; speed 35 kts.; armament 4-4"/50 6-21" torpedo tubes or 6-3"/50 6-21" torpedo tubes; complement 149.

DD-132	AARON WARD <sup>9</sup>	1919	DD-134	GROWNINSHIELD <sup>9</sup>	1919
DD-184	ABBOT <sup>9</sup>	1919	DD-116	DENT <sup>11</sup>	1918
DD-128	BABBITT <sup>10</sup>	1919	DD-157	DICKERSON <sup>11</sup>	1919
DD-126	BADGER	1919	DD-185	DORAN <sup>9</sup>	1919
DD-149	BARNEY <sup>10</sup>	1919	DD-117	DORSEY <sup>12</sup>	1918
DD-153	BERNADOU	1919	DD-152	DU PONT <sup>10</sup>	1919
DD-151	BIDDLE <sup>10</sup>	1919	DD-146	ELLIOT <sup>12</sup>	1919
DD-150	BLAKELEY	1919	DD-154	ELLIS <sup>10</sup>	1919
DD-136	BOGGS <sup>11</sup>	1918	DD-78	EVANS <sup>9</sup>	1918
DD-148	BRECKENRIDGE <sup>10</sup>	1919	DD-93	FAIRFAX <sup>9</sup>	1918
DD-131	BUCHANAN <sup>9</sup>	1919	DD-169	FOOTE <sup>9</sup>	1919
DD-106	CHEW	1918	DD-145	GREER	1918
DD-140	CLAXTON <sup>9</sup>	1919	DD-82	GREGORY <sup>11</sup>	1918
DD-155	COLE <sup>10</sup>	1919	DD-133	HALE <sup>9</sup>	1919
DD-85	COLHOUN <sup>11</sup>	1918	DD-141	HAMILTON <sup>12</sup>	1919
DD-167	COWELL <sup>9</sup>	1919	DD-183	HARADEN <sup>9</sup>	1919
DD-109	CRANE	1919	DD-160	HERBERT <sup>11</sup>	1919
DD-164	CROSBY <sup>11</sup>	1919	DD-178	HOGAN <sup>12</sup>	1919

<sup>9</sup> Transferred to Great Britain 1940.

<sup>10</sup> Converted to miscellaneous auxiliary (AG).

<sup>11</sup> Converted to high-speed transport (APD).

<sup>12</sup> Converted to high-speed minesweeper (DMS).

WICKES ("Flush Decker") Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
DD-181	HOPEWELL <sup>9</sup>	1919	DD-159	SCHENCK	1919
DD-179	HOWARD <sup>12</sup>	1920	DD-103	SCHLEY <sup>11</sup>	1918
DD-156	J. FRED TALBOTT <sup>10</sup>	1919	DD-81	SIGOURNEY <sup>9</sup>	1918
DD-130	*JACOB JONES	1919	DD-180	STANSBURY <sup>12</sup>	1920
DD-170	KALK <sup>9</sup>	1919	DD-83	STRINGHAM <sup>11</sup>	1918
DD-138	KENNISON <sup>10</sup>	1919	DD-114	TALBOT <sup>11</sup>	1918
DD-137	KILTY <sup>11</sup>	1918	DD-142	TARBELL	1918
DD-118	LEA	1918	DD-125	TATTNALL <sup>11</sup>	1919
DD-158	*LEARY	1919	DD-162	THATCHER <sup>9</sup>	1918
DD-79	LITTLE <sup>11</sup> <sup>a</sup>	1918	DD-182	THOMAS <sup>9</sup>	1919
DD-90	MC KEAN <sup>11</sup>	1919	DD-135	TILLMAN <sup>9</sup>	1921
DD-175	MACKENZIE <sup>9</sup>	1919	DD-127	TWIGGS <sup>9</sup>	1919
DD-168	MADDOX <sup>9</sup>	1919	DD-144	UPSHUR <sup>10</sup>	1918
DD-161	PALMER <sup>13</sup>	1919	DD-139	WARD <sup>11</sup>	1918
DD-76	PHILIP <sup>9</sup>	1918	DD-115	WATERS <sup>11</sup>	1918
DD-113	RATHBURNE <sup>11</sup>	1918	DD-75	WICKES <sup>9</sup>	1918
DD-89	RINGGOLD <sup>9</sup>	1918	DD-108	WILLIAMS <sup>9</sup>	1919
DD-88	ROBINSON <sup>9</sup>	1918	DD-143	YARNALL <sup>9</sup>	1918
DD-147	ROPER <sup>11</sup>	1919			

*Builders:* Bath (DD 75-76, 78, 131-134); Fore R. S. B. Corp. (DD 79, 81-83, 85, 161-162, 164, 167-170); Union Iron Works, San Francisco (DD 88-90, 106, 108-109, 175, 178-180); Mare Island Navy Yard (DD 93, 137-141); Cramp (DD 113-118, 142-156); New York S. B. Corp. (DD 125-128, 130, 157-160); Charleston Navy Yard (DD-135); and Newport News (DD 181-185).

<sup>9</sup> Transferred to Great Britain 1940.

<sup>10</sup> Converted to miscellaneous auxiliary (AG).

<sup>11</sup> Converted to high-speed transport (APD).

<sup>12</sup> Converted to high-speed minesweeper (DMS).

<sup>13</sup> Converted to light minelayer (DM).

## CLEMSON ("Flush Decker") Class

1190 tons; length 314'5"; beam 31'8"-31'9"; draft 14'1"; speed 35 kts.; armament 4-4"/50 1-3"/23 12-21" torpedo tubes or 6-3"/50 6-21" torpedo tubes; complement 149.

DD-193	ABEL P. UPSHUR <sup>14</sup>	1920	DD-246	BAINBRIDGE	1921
DD-211	ALDEN	1919	DD-267	BALLARD <sup>19</sup>	1919
DD-258	AULICK <sup>14</sup>	1919	DD-256	BANCROFT <sup>14</sup>	1919
DD-269	BAILEY <sup>14</sup>	1919	DD-213	BARKER	1919

<sup>14</sup> Transferred to Great Britain 1940.

<sup>15</sup> Converted to high-speed transport (APD).

<sup>16</sup> Converted to miscellaneous auxiliary (AG).

<sup>17</sup> Converted to high-speed minesweeper (DMS).

<sup>18</sup> Renamed ALEXANDER DALLAS 22 Mar. 1945.

<sup>19</sup> Converted to seaplane tender (destroyer) (AVD).

<sup>20</sup> Date reconverted from AVP.



CLEMSON ("Flush Decker") Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
DD-248	BARRY <sup>15</sup>	1920	DD-252	MC COOK <sup>14</sup>	1919
DD-215	*BORIE	1920	DD-223	MC CORMICK <sup>16</sup>	1920
DD-197	BRANCH <sup>14</sup>	1920	DD-237	MC FARLAND <sup>15, 19</sup>	1920
DD-232	BROOKS <sup>15</sup>	1920	DD-264	MC LANAHAN <sup>14</sup>	1919
DD-210	BROOME <sup>16</sup>	1919	DD-220	MAC LISH <sup>16</sup>	1920
DD-222	BULMER <sup>16</sup>	1920	DD-191	MASON <sup>14</sup>	1920
DD-206	CHANDLER <sup>17</sup>	1919	DD-274	MEADE <sup>14</sup>	1919
DD-187	DAHLGREN <sup>16</sup>	1920	DD-343	NOA <sup>15</sup>	1921
DD-199	DALLAS <sup>18</sup>	1920	DD-255	OSMUND INGRAM <sup>15, 19</sup>	1919
DD-341	DECATUR	1922	DD-239	OVERTON <sup>15</sup>	1920
DD-219	*EDSALL	1920	DD-218	*PARROTT	1920
DD-265	EDWARDS <sup>14</sup>	1919	DD-230	PAUL JONES <sup>16</sup>	1921
DD-234	FOX <sup>16</sup>	1920	DD-226	*PEARY	1920
DD-196	GEORGE E. BADGER <sup>19</sup>	1920	DD-340	PERRY <sup>17</sup>	1922
DD-260	GILLIS <sup>19</sup>	1919	DD-227	*PILLSBURY	1920
DD-233	GILMER <sup>15</sup>	1920	DD-225	*POPE	1920
DD-247	GOFF	1921	DD-245	*REUBEN JAMES	1920
DD-188	GOLDSBOROUGH <sup>15</sup>	1943 <sup>20</sup>	DD-254	RODGERS <sup>14</sup>	1919
DD-266	GREENE <sup>15, 19</sup>	1919	DD-243	SANDS <sup>15</sup>	1920
DD-231	HATFIELD <sup>16</sup>	1920	DD-190	SATTERLEE <sup>14</sup>	1918
DD-198	HERNDON <sup>14</sup>	1920	DD-268	SHUBRICK <sup>14</sup>	1919
DD-249	HOPKINS <sup>17</sup>	1920	DD-221	SIMPSON <sup>16</sup>	1920
DD-208	HOVEY <sup>17</sup>	1919	DD-207	SOUTHARD <sup>17</sup>	1919
DD-236	HUMPHREYS <sup>15</sup>	1920	DD-224	*STEWART	1920
DD-194	HUNT <sup>14</sup>	1920	DD-240	*STURTEVANT	1920
DD-216	JOHN D. EDWARDS	1920	DD-273	SWASEY <sup>14</sup>	1919
DD-228	JOHN D. FORD <sup>16</sup>	1920	DD-270	THORNTON <sup>19</sup>	1919
DD-235	KANE <sup>15</sup>	1920	DD-339	TREVOR <sup>17</sup>	1922
DD-242	KING	1920	DD-229	*TRUXTUN	1921
DD-263	LAUB <sup>14</sup>	1919	DD-338	WASMUTH <sup>17</sup>	1921
DD-250	LAWRENCE	1920	DD-195	WELBORN C. WOOD <sup>14</sup>	1920
DD-336	LITCHFIELD <sup>16</sup>	1920	DD-257	WELLES <sup>14</sup>	1919
DD-209	LONG <sup>17</sup>	1919	DD-217	WHIPPLE <sup>16</sup>	1920
DD-253	MC CALLA <sup>14</sup>	1919	DD-337	ZANE <sup>17</sup>	1920

*Builders:* Newport News (DD 186-188, 190-191, 193-199); Cramp (DD 206-211, 213, 215-230); New York S. B. Corp. (DD 231-237, 239-240, 242, 244-250); Bethlehem, Quincy (DD 252-258, 269); Bethlehem, Squantum (DD 263-270, 273-274); and Mare Island Navy Yard (DD 336-343).

<sup>14</sup> Transferred to Great Britain 1940.

<sup>15</sup> Converted to high-speed transport (APD).

<sup>16</sup> Converted to miscellaneous auxiliary (AG).

<sup>17</sup> Converted to high-speed minesweeper (DMS).

<sup>18</sup> Renamed ALEXANDER DALLAS 2 Mar. 1945.

<sup>19</sup> Converted to seaplane tender (destroyer) (AVD).

<sup>20</sup> Date reconverted from AVP.

## FARRAGUT Class

1345-1410 tons; length 341'3"; beam 34'2"; draft 16'4"; speed 36.5 kts.; armament 4-5"/38 8-21" torpedo tubes; complement 251.

No.	Name	Comm.	No.	Name	Comm.
DD-355	AYLWIN	1935	DD-350	*HULL	1935
DD-353	DALE	1935	DD-351	MACDONOUGH	1935
DD-349	DEWEY	1934	DD-354	*MONAGHAN	1935
DD-348	FARRAGUT	1934	DD-352	*WORDEN	1935

*Builders:* Bethlehem, Quincy (DD-348); Bath (DD-349); New York Navy Yard (DD 350, 353); Boston Navy Yard (DD 351, 354); Puget Sound Navy Yard (DD-352); Philadelphia Navy Yard (DD-355).

## PORTER Class

1805-1850 tons; length 381'; beam 36'11"; draft 17'9"; speed 37.5 kts.; armament 5-5"/38 8-21" torpedo tubes; complement 294.

DD-363	BALCH	1936	DD-360	PHELPS	1936
DD-361	CLARK	1936	DD-356	*PORTER	1936
DD-358	MC DOUGAL	1936	DD-357	SELFRIDGE	1936
DD-362	MOFFETT	1936	DD-359	WINSLOW	1937

*Builders:* New York S. B. Co. (DD 356-359); Bethlehem, Quincy (DD 360-363).

## MAHAN Class

1450-1500 tons; length 341'4"; beam 35'5"; draft 17'2"; speed 36.5 kts.; armament 4-5"/38 4-8 21" torpedo tubes; complement 251.

DD-370	CASE	1936	DD-367	LAMSON	1936
DD-372	CASSIN	1936	DD-364	*MAHAN	1936
DD-371	CONYNGHAM	1936	DD-377	*PERKINS	1936
DD-365	CUMMINGS	1936	DD-379	*PRESTON	1936
DD-376	*CUSHING	1936	DD-369	*REID	1936
DD-375	DOWNES	1937	DD-373	SHAW	1936
DD-366	DRAYTON	1936	DD-378	SMITH	1936
DD-368	FLUSSER	1936	DD-374	*TUCKER	1936

*Builders:* United Drydocks, Inc., Mariners Harbor, N. Y. (DD 364-365); Bath (DD 366-367); Federal, Kearny (DD 368-369); Boston Navy Yard (DD 370-371); Philadelphia Navy Yard (DD 372-373); Norfolk Navy Yard (DD 374-375); Puget Sound Navy Yard (DD 376-377); Mare Island Navy Yard (DD 378-379).

DD 372 and 375 completely rebuilt following Pearl Harbor.

## GRIDLEY Class

1500 tons; length 340'10"-341'4"; beam 35'5"-35'6"; draft 17'1"; speed 35 kts.; armament 4-5"/38 16-21" torpedo tubes; complement 251.

DD-386	BAGLEY	1937	DD-391	*HENLEY	1937
DD-387	*BLUE	1937	DD-393	*JARVIS	1937
DD-382	CRAVEN	1937	DD-389	MUGFORD	1937
DD-380	GRIDLEY	1937	DD-392	PATTERSON	1937
DD-388	HELM	1937	DD-390	RALPH TALBOT	1937

*Builders:* Bethlehem, Quincy (DD 380, 382); Norfolk Navy Yard (DD 386-388); Boston Navy Yard (DD 389-390); Mare Island Navy Yard (DD 391-392).

*Ships and Aircraft***SOMERS Class**

1850 tons; length 381'-390'11"; beam 36'7"-36'11"; draft 17'10"-18'; speed 33 kts.; armament 5-6 5"/38 8-21" torpedo tubes; complement 294.

No.	Name	Comm.	No.	Name	Comm.
DD-395	DAVIS	1938	DD-381	SOMERS	1937
DD-396	JOUETT	1939	DD-383	*WARRINGTON	1938
DD-394	SAMPSON	1938			

*Builders:* Federal, Kearny (DD 381, 383) and Bath (DD 394-396).

**FANNING Class**

1490 tons; length 341'2"; beam 35'; draft 17'2"; speed 35 kts.; armament 4-5"/38 4-21" torpedo tubes; complement 251.

DD-384	DUNLAP	1937	DD-385	FANNING	1937
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*Builders:* United Drydocks, Inc., Mariners Harbor.

**BENHAM Class**

1500 tons; length 340'6"-341'4"; beam 35'5"-35'6"; draft 17'3"; speed 34 kts.; armament 4-5"/38 8-21" torpedo tubes; complement 251.

DD-397	*BENHAM	1939	DD-404	RHIND	1939
DD-398	ELLET	1939	DD-405	*ROWAN	1939
DD-399	LANG	1939	DD-406	STACK	1939
DD-400	MCCALL	1938	DD-407	STERETT	1939
DD-401	MAURY	1938	DD-403	TRIPPE	1939
DD-402	MAYRANT	1939	DD-408	WILSON	1939

*Builders:* Federal, Kearny (DD 397-399); Bethlehem, San Francisco (DD 400-401); Boston Navy Yard (DD 402-403); Philadelphia Navy Yard (DD-404); Norfolk Navy Yard (DD 405-406); Charleston Navy Yard (DD-407); and Puget Sound Navy Yard (DD-408).

**SIMS Class**

1570 tons; length 347'7"-348'4"; beam 36'1"; draft 17'4"; speed 35 kts.; armament 4-5"/38 8-21" torpedo tubes; complement 251.

DD-411	ANDERSON	1939	DD-415	*O'BRIEN	1940
DD-240	*BUCK	1940	DD-418	ROE	1940
DD-412	*HAMMANN	1939	DD-414	RUSSELL	1939
DD-410	HUGHES	1939	DD-409	*SIMS	1939
DD-417	MORRIS	1940	DD-419	WAINWRIGHT	1940
DD-413	MUSTIN	1939	DD-416	*WALKE	1940

*Builders:* Bath (DD 409-410); Federal, Kearny (DD 411-412); Newport News (DD 413-414); Boston Navy Yard (DD 415-416); Norfolk Navy Yard (DD 417, 419); Charleston Navy Yard (DD-418).

**BENSON Class**

1620 tons; length 347'9"-348'4"; beam 36'-36'1"; draft 17'4"-17'6"; speed 33 kts.; armament 4-5"/38 5-21" torpedo tubes; complement 276.

DD-492	BAILEY	1942	DD-599	*BARTON	1942
DD-598	BANCROFT	1942	DD-421	BENSON	1940

BENSON Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
DD-600	BOYLE	1942	DD-459	*LAFFEY	1942
DD-605	CALDWELL	1942	DD-426	*LANSDALE	1940
DD-601	CHAMPLIN	1942	DD-613	LAUB	1942
DD-428	CHARLES F. HUGHES	1940	DD-615	MCLANAHAN	1942
DD-606	COGHLAN	1942	DD-614	MACKENZIE	1942
DD-491	FARENHOLT	1942	DD-425	MADISON	1940
DD-607	FRAZIER	1942	DD-422	MAYO	1940
DD-608	GANSEVOORT	1942	DD-602	MEADE	1942
DD-609	GILLESPIE	1942	DD-603	MURPHY	1942
DD-427	HILARY P. <sup>4</sup> JONES	1940	DD-616	NIELDS	1943
DD-610	HOBBY	1942	DD-617	ORDRONAUX	1943
DD-611	KALK	1942	DD-604	PARKER	1942
DD-612	KENDRICK	1942	DD-460	WOODWORTH	1942

*Builders:* Bethlehem, Quincy (DD 421-422, 598-601, 616-617); Boston Navy Yard (DD 425-426); Charleston Navy Yard (DD-427); Puget Sound Navy Yard (DD-428); Bethlehem, San Francisco (DD 459-460, 605-611); Bethlehem, Staten I. (DD 491-492, 602-604); and Bethlehem, San Pedro (DD 612-615).

## GLEAVES Class

1630 tons; length 347'7"-348'4"; beam 36'-37'; draft 17'5"-17'6"; speed 33 kts.; armament 4-5"/38 5-21" torpedo tubes; complement 276.

DD-483	*AARON WARD	1942	DD-497	FRANKFORD	1943
DD-624	BALDWIN	1943	DD-637	GERHARDI <sup>21</sup>	1942
DD-640	*BEATTY	1942	DD-423	GLEAVES	1940
DD-453	*BRISTOL	1941	DD-620	*GLENNON	1942
DD-484	BUCHANAN	1942	DD-435	GRAYSON	1941
DD-636	BUTLER <sup>21</sup>	1942	DD-433	*GWIN	1941
DD-493	CARMICK <sup>21</sup>	1942	DD-455	HAMBLETON <sup>21</sup>	1941
DD-463	*CORRY	1941	DD-625	HARDING <sup>21</sup>	1943
DD-632	COWIE <sup>21</sup>	1942	DD-638	HERNDON	1942
DD-618	DAVISON <sup>21</sup>	1942	DD-464	HOBSON <sup>21</sup>	1942
DD-634	DORAN <sup>21</sup>	1942	DD-444	*INGRAHAM	1941
DD-494	DOYLE <sup>21</sup>	1943	DD-621	JEFFERS <sup>21</sup>	1942
DD-485	*DUNCAN	1942	DD-432	KEARNY	1940
DD-635	EARLE <sup>21</sup>	1942	DD-633	KNIGHT <sup>21</sup>	1942
DD-430	EBERLE	1940	DD-486	LANSDOWNE	1942
DD-439	EDISON	1941	DD-487	LARDNER	1942
DD-619	EDWARDS	1942	DD-429	LIVERMORE	1940
DD-454	ELLYSON <sup>21</sup>	1941	DD-438	LUDLOW	1941
DD-457	EMMONS <sup>21</sup>	1941	DD-488	MC CALLA	1942
DD-495	ENDICOTT <sup>21</sup>	1943	DD-496	MC COOK <sup>21</sup>	1943
DD-440	ERICSSON	1941	DD-458	MACOMB <sup>21</sup>	1942
DD-462	FITCH <sup>21</sup>	1942	DD-622	*MADDOX	1942
DD-461	FORREST <sup>21</sup>	1942	DD-434	*MEREDITH	1941

<sup>21</sup> Converted to high-speed minesweeper (DMS).

GLEAVES Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
DD-489	MERVINE <sup>21</sup>	1942	DD-645	STEVENSON	1942
DD-436	*MONSSEN	1941	DD-646	STOCKTON	1943
DD-623	NELSON	1942	DD-443	SWANSON	1941
DD-424	NIBLACK	1940	DD-627	THOMPSON <sup>21</sup>	1943
DD-442	NICHOLSON	1941	DD-647	THORN	1943
DD-431	PLUNKETT	1940	DD-641	TILLMAN	1942
DD-490	QUICK <sup>21</sup>	1942	DD-648	*TURNER	1943
DD-456	RODMAN <sup>21</sup>	1942	DD-628	WELLES	1943
DD-626	SATTERLEE	1943	DD-441	WICKES	1941
DD-639	SHUBRICK	1943	DD-437	WOOLSEY	1941

*Builders:* Bath (DD 423-424, 429-430, 437-438, 457-458); Federal, Kearny (DD 431-432, 439-440, 453-456, 483-490, 618-623, 645-648); Boston Navy Yard (DD 433-434, 441-442, 461-462, 632-635); Charleston Navy Yard (DD 435, 443-444, 463-464, 640-641); Puget Sound Navy Yard (DD-436); Seattle-Tacoma S. B. Corp., Seattle (DD 493-497, 624-628); Philadelphia Navy Yard (DD 636-637); and Norfolk Navy Yard (DD 638-639).

<sup>21</sup> Converted to high-speed minesweeper (DMS).

## FLETCHER Class

2050 tons; length 375'10"-376'7"; beam 39'4"-40'; draft 17'9"; speed 35 kts.; armament 5-5"/38 10-21" torpedo tubes; complement 329.

DD-629	ABBOT	1943	DD-650	CAPERTON	1943
DD-526	*ABNER READ	1943	DD-550	CAPPS	1943
DD-649	ALBERT W. GRANT	1943	DD-793	CASSIN YOUNG	1943
DD-527	AMMEN	1943	DD-570	CHARLES AUSBURNE	1942
DD-515	ANTHONY	1943	DD-657	CHARLES J. BADGER	1943
DD-569	AULICK	1942	DD-581	CHARRETTE	1943
DD-470	BACHE	1942	DD-667	CHAUNCEY	1943
DD-471	BEALE	1942	DD-451	*CHEVALIER	1942
DD-654	BEARSS	1944	DD-668	CLARENCE K. BRONSON	1943
DD-587	BELL	1943	DD-571	CLAXTON	1942
DD-796	BENHAM	1943	DD-651	COGSWELL	1943
DD-473	BENNETT	1943	DD-658	COLAHAN	1943
DD-662	BENNION	1943	DD*801	*COLHOUN	1944
DD-666	BLACK	1943	DD-582	CONNER	1943
DD-544	BOYD	1943	DD-509	CONVERSE	1942
DD-545	BRADFORD	1943	DD-507	CONWAY	1942
DD-630	BRAINE	1943	DD-508	CONY	1942
DD-546	BROWN	1943	DD-669	COTTEN	1943
DD-518	*BROWNSON	1943	DD-547	COWELL	1943
DD-665	BRYANT	1943	DD-797	CUSHING	1944
DD-660	BULLARD	1943	DD-519	DALY	1943
DD-588	BURNS	1943	DD-659	DASHIELL	1943
DD-529	*BUSH	1943	DD-551	DAVID W. TAYLOR	1943
DD-792	*CALLAGHAN	1943	DD-469	*DE HAVEN	1942

FLETCHER Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
DD-670	DORTCH	1943	DD-653	KNAPP	1943
DD-572	DYSON	1942	DD-448	LA VALLETTE	1942
DD-510	EATON	1942	DD-558	LAWS	1943
DD-631	ERBEN	1943	DD-481	LEUTZE	1944
DD-552	EVANS	1943	DD-675	LEWIS HANCOCK	1943
DD-445	FLETCHER	1942	DD-803	*LITTLE	1944
DD-511	FOOTE	1942	DD-559	*LONGSHAW	1943
DD-554	FRANKS	1943	DD-522	*LUCE	1942
DD-474	FULLAM	1943	DD-534	MCCORD	1943
DD-671	GATLING	1943	DD-677	MCDERMUT	1943
DD-802	GREGORY	1944	DD-678	MCGOWAN	1943
DD-472	GUEST	1942	DD-575	MCKEE	1943
DD-555	HAGGARD	1943	DD-679	MCNAIR	1943
DD-556	HAILEY	1943	DD-676	MARSHALL	1943
DD-642	HALE	1943	DD-680	MELVIN	1943
DD-480	HALFORD	1943	DD-691	MERTZ	1943
DD-583	HALL	1943	DD-595	METCALF	1944
DD-584	*HALLIGAN	1943	DD-535	MILLER	1943
DD-686	HALSEY POWELL	1943	DD-798	MONSSEN	1944
DD-585	HARADEN	1943	DD-560	*MORRISON	1943
DD-573	HARRISON	1943	DD-528	MULLANY	1943
DD-594	HART	1944	DD-576	MURRAY	1943
DD-531	HAZELWOOD	1943	DD-586	NEWCOMB	1943
DD-672	HEALY	1943	DD-449	NICHOLAS	1942
DD-532	HEERMANN	1943	DD-690	NORMAN SCOTT	1943
DD-663	HEYWOOD L. EDWARDS	1944	DD-450	O'BANNON	1942
DD-673	HICKOX	1943	DD-536	OWEN	1943
DD-533	*HOEL	1943	DD-590	PAUL HAMILTON	1943
DD-681	HOPEWELL	1943	DD-498	PHILIP	1942
DD-592	HOWORTH	1944	DD-685	PICKING	1943
DD-475	HUDSON	1943	DD-800	PORTER	1944
DD-674	HUNT	1943	DD-682	PORTERFIELD	1943
DD-476	HUTCHINS	1942	DD-795	PRESTON	1944
DD-652	INGERSOLL	1943	DD-561	PRICHETT	1944
DD-794	IRWIN	1944	DD-477	*PRINGLE	1942
DD-520	ISHERWOOD	1943	DD-446	RADFORD	1942
DD-589	IZARD	1943	DD-688	REMEY	1943
DD-799	JARVIS	1944	DD-499	RENSHAW	1942
DD-447	JENKINS	1942	DD-664	RICHARD P. LEARY	1944
DD-553	JOHN D. HENLEY	1943	DD-500	RINGGOLD	1942
DD-655	JOHN HOOD	1944	DD-562	ROBINSON	1944
DD-574	JOHN RODGERS	1943	DD-804	ROOKS	1944
DD-557	*JOHNSTON	1943	DD-563	ROSS	1944
DD-661	KIDD	1943	DD-564	ROWE	1944
DD-593	KILLEN	1944	DD-465	SAUFLEY	1942
DD-521	KIMBERLY	1943	DD-501	SCHROEDER	1943

FLETCHER Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
DD-596	SHIELDS	1945	DD-530	TRATHEN	1943
DD-643	SIGOURNEY	1943	DD-591	*TWIGGS	1943
DD-502	SIGSBEE	1943	DD-540	TWINING	1943
DD-565	SMALLEY	1944	DD-687	UHLMANN	1943
DD-512	*SPENCE	1943	DD-656	VAN VALKENBURGH	1944
DD-577	SPROSTON	1943	DD-689	WADLEIGH	1943
DD-478	STANLY	1942	DD-516	WADSWORTH	1943
DD-644	STEMBEL	1943	DD-517	WALKER	1943
DD-538	STEPHEN POTTER	1943	DD-466	WALLER	1942
DD-479	STEVENS	1943	DD-567	WATTS	1944
DD-683	STOCKHAM	1944	DD-684	WEDDERBURN	1944
DD-566	STODDARD	1944	DD-578	WICKES	1943
DD-467	*STRONG	1942	DD-597	WILEY	1945
DD-468	TAYLOR	1942	DD-579	*WILLIAM D. PORTER	1943
DD-513	TERRY	1943	DD-568	WREN	1944
DD-514	THATCHER	1943	DD-541	YARNALL	1943
DD-537	THE SULLIVANS	1943	DD-580	YOUNG	1943
DD-539	TINGEY	1943			

*Builders:* Federal, Kearny (DD 445-448, 465-466, 498-502, 659-661, 666-680); Bath (DD 449-451, 467-469, 507-517, 629-631, 642-644, 650-653, 688-691); Bethlehem, Staten I. (DD 470-471, 518-522, 657-658, 685-687, 796-798); Boston Navy Yard (DD 472-476, 581-586, 662-664); Charleston Navy Yard (DD 477-479, 587-591, 649, 665); Puget Sound Navy Yard (DD 480-481, 592-597); Bethlehem, San Francisco (DD 526-541, 683-684); Bethlehem, San Pedro (DD 544-547, 681-682, 792-795); Gulf S. B. Corp., Chickasaw (DD 550-553, 654-656); Seattle-Tacoma S. B. Corp., Seattle (DD 554-568, 799-803); and Consolidated Steel Corp., Orange, Tex. (DD 569-580).

## ALLEN M. SUMNER Class

2200 tons; length 376'-376'6"; beam 40'-41'1"; draft 15'8"; speed 34 kts.; armament 6-5"/38 5-10 21" torpedo tubes; complement 345.

DD-752	ALFRED A. CUNNING-		DD-727	DE HAVEN	1944
	HAM	1944	DD-779	DOUGLAS H. FOX	1944
DD-692	ALLEN M. SUMNER	1944	DD-741	*DREXLER	1944
DD-698	AULT	1944	DD-696	ENGLISH	1944
DD-722	BARTON	1943	DD-754	FRANK E. EVANS	1945
DD-756	BEATTY	1945	DD-706	GAINARD	1944
DD-744	BLUE	1944	DD-702	HANK	1944
DD-704	BORIE	1944	DD-708	HARLAN R. DICKSON	1945
DD-857	BRISTOL	1945	DD-748	HARRY E. HUBBARD	1944
DD-745	BRUSH	1944	DD-700	HAYNSWORTH	1944
DD-697	CHARLES S. SPERRY	1944	DD-709	HUGH PURVIS	1945
DD-730	COLLETT	1944	DD-774	HUGH W. HADLEY	1944
DD-705	COMPTON	1944	DD-732	HYMAN	1944
DD-695	*COOPER	1944	DD-694	INGRAHAM	1944



ALLEN M. SUMNER Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
DD-776	JAMES C. OWENS	1945	DD-734	PURDY	1944
DD-755	JOHN A. BOLE	1945	DD-757	PUTNAM	1944
DD-753	JOHN R. PIERCE	1944	DD-781	ROBERT K. HUNTING-	
DD-701	JOHN W. WEEKS	1944		TON	1945
DD-724	LAFFEY	1944	DD-747	SAMUEL N. MOORE	1944
DD-759	LOFBERG	1945	DD-707	SOLEY	1944
DD-770	LOWREY	1944	DD-780	STORMES	1945
DD-729	LYMAN K. SWENSON	1944	DD-758	STRONG	1945
DD-731	MADDOX	1944	DD-746	TAUSSIG	1944
DD-733	*MANNERT L. ABELE	1944	DD-699	WALDRON	1944
DD-728	MANSFIELD	1944	DD-723	WALKE	1944
DD-778	MASSEY	1944	DD-703	WALLACE L. LIND	1944
DD-726	*MEREDITH	1944	DD-775	WILLARD KEITH	1944
DD-693	MOALE	1944	DD-777	ZELLARS	1944
DD-725	O'BRIEN	1944			

*Builders:* Federal, Kearny (DD 692-709); Bath (DD 722-734, 741); Bethlehem, Staten I. (DD 744-748, 752-756); Bethlehem, San Francisco (DD 757-759); Bethlehem, San Pedro (DD 770, 774-776, 857); and Todd-Pacific Shipyards, Inc., Seattle (DD 777-781).

Twelve sisters converted to destroyer-minelayers while building.

## GEARING Class

2425 tons; length 390'2"-391'; beam 40'10"-41'2"; draft 18'6"; speed 35 kts.; armament 6-5"/38 5-10 21" torpedo tubes; complement 355.

DD-807	BENNER	1945	DD-712	GYATT	1945
DD-881	BORDELON	1945	DD-832	HANSON	1945
DD-835	CHARLES P. CECIL	1945	DD-864	HAROLD J. ELLISON	1945
DD-865	CHARLES R. WARE	1945	DD-873	HAWKINS	1945
DD-805	CHEVALIER	1945	DD-785	HENDERSON	1945
DD-866	CONE	1945	DD-875	HENRY W. TUCKER	1945
DD-808	DENNIS J. BUCKLEY	1945	DD-833	HERBERT J. THOMAS	1945
DD-874	DUNCAN	1945	DD-806	HIGBEE	1945
DD-880	DYESS	1945	DD-885	JOHN R. CRAIG	1945
DD-838	ERNEST G. SMALL	1945	DD-713	KENNETH D. BAILEY	1945
DD-711	EUGENE A. GREENE	1945	DD-879	LEARY	1945
DD-830	EVERETT R. LARSON	1945	DD-860	MC CAFFERY	1945
DD-884	FLOYD B. PARKS	1945	DD-784	MC KEAN	1945
DD-742	FRANK KNOX	1944	DD-829	MYLES C. FOX	1945
DD-858	FRED T. BARRY	1945	DD-883	NEWMAN K. PERRY	1945
DD-882	FURSE	1945	DD-859	NORRIS	1945
DD-710	GEARING	1945	DD-877	PERKINS	1945
DD-836	GEORGE K. MAC KENZIE	1945	DD-876	RODGERS	1945
DD-831	GOODRICH	1945	DD-782	ROWAN	1945
DD-783	GURKE	1945	DD-837	SARSFIELD	1945

GEARING Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
DD-743	SOUTHERLAND	1944	DD-878	VESOLE	1945
DD-863	STEINAKER	1945	DD-862	VOGELSGESANG	1945
DD-834	TURNER	1945			

*Builders:* Federal, Newark (DD 710-713); Bath (DD 742-743, 805-808, 829-838); Todd-Pacific, Seattle (DD 782-785); Bethlehem, San Pedro (DD 858-860); Bethlehem, Staten I. (DD 862-866); and Consolidated Steel, Orange (DD 873-885).

## 5. DE DESTROYER ESCORTS

## EVARTS Class

1140 tons; length 289'5"; beam 35'1"; draft 11'10"; speed 21 kts.; armament 3-3"/50; complement 198; diesel engines with electric drive.

DE-45	ANDRES	1943	DE-35	FAIR	1943
DE-15	AUSTIN	1943	DE-307	FINNEGAN	1944
DE-10	BEBAS	1943	DE-32	FLEMING	1943
DE-41	BRACKETT	1943	DE-18	GILMORE	1943
DE-13	BRENNAN	1943	DE-37	GREINER	1943
DE-19	BURDEN R. HASTINGS	1943	DE-7	GRISWOLD	1943
DE-260	CABANA	1943	DE-305	HALLORAN	1944
DE-262	CANFIELD	1943	DE-21	HAROLD C. THOMAS	1943
DE-9	CARLSON	1943	DE-528	JOHN J. POWERS	1944
DE-23	CHARLES R. GREER	1943	DE-530	JOHN M.	
DE-265	CLOUES	1943		BERMINGHAM	1944
DE-306	CONNOLLY	1944	DE-301	LAKE	1944
DE-11	CROUTER	1943	DE-20	LE HARDY	1943
DE-303	CROWLEY	1944	DE-39	LOVERING	1943
DE-47	DECKER <sup>22</sup>	1943	DE-302	LYMAN	1944
DE-263	DEEDE	1943	DE-36	MANLOVE	1943
DE-26	DEMPSEY	1943	DE-30	MARTIN	1943
DE-261	DIONNE	1943	DE-529	MASON	1944
DE-48	DOBLER	1943	DE-43	MITCHELL	1943
DE-14	DOHERTY	1943	DE-527	O'TOOLE	1944
DE-44	DONALDSON	1943	DE-304	RALL	1944
DE-49	DONEFF	1943	DE-42	REYNOLDS	1943
DE-27	DUFFY	1943	DE-40	SANDERS	1943
DE-16	EDGAR G. CHASE	1943	DE-31	SEDERSTROM	1943
DE-17	EDWARD C. DALY	1943	DE-256	SEID	1943
DE-34	EISELE	1943	DE-257	SMARTT	1943
DE-264	ELDEN	1943	DE-29	STADTFELD	1943
DE-28	EMERY	1943	DE-8	STEELE	1943
DE-50	ENGSTROM	1943	DE-33	TISDALE	1943
DE-5	EVARTS	1943	DE-258	WALTER S. BROWN	1943

<sup>22</sup> Transferred to China under Lend-Lease.

EVARTS Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
DE-24	WHITMAN	1943	DE-25	WINTLE	1943
DE-22	WILEMAN	1943	DE-6	WYFFELS <sup>22</sup>	1943
DE-259	WILLIAM C. MILLER	1943	DE-38	WYMAN	1943

*Builders:* Boston Navy Yard (DE 5-11, 256-265, 527-530); Mare Island Navy Yard (DE 13-36, 301-307); Philadelphia Navy Yard (DE 45, 47-50); Puget Sound Navy Yard (DE 37-44).

<sup>22</sup> Transferred to China under Lend-Lease.

## RUDDEROW Class

1450 tons; length 306'; beam 36'10"; draft 13'9"; speed 24 kts.; armament 2-5"/38 3-21" torpedo tubes; complement 221; turbines with electric drive.

DE-709	BRAY <sup>23</sup>	1944	DE-707	JOB	1944
DE-230	CHAFFEE	1944	DE-580	LESLIE L. B. KNOX	1944
DE-584	CHARLES J. KIMMEL	1944	DE-586	LOUGH	1944
DE-685	COATES	1944	DE-581	MC NULTY	
DE-585	DANIEL A. JOY	1944	DE-582	MERTIVIER	1944
DE-225	DAY	1944	DE-708	PARLE	1944
DE-684	DE LONG <sup>23</sup>	1943	DE-588	PEIFFER	1944
DE-686	EUGENE E. ELMORE	1944	DE-579	RILEY	1944
DE-583	GEORGE A. JOHNSON	1944	DE-224	RUDDEROW	1944
DE-231	HODGES	1944	DE-587	THOMAS F. NICKEL	1944
DE-706	HOLT	1944	DE-489	TINSMAN	1944

*Builders:* Bethlehem-Hingham (DE 579-589); Bethlehem, Quincy (DE 684-686); Charleston Navy Yard (DE 230-231); Defoe Shipbuilding Co. (DE 706-709); Philadelphia Navy Yard (DE 224-225).

<sup>23</sup> Converted to high-speed transport (APD).

## JOHN C. BUTLER Class

1350 tons; length 306'; beam 36'8"; draft 13'4"; speed 24 kts.; armament 2-5"/38 3-21 torpedo tubes; complement 222.

DE-343	ABERCROMBIE	1944	DE-531	EDWARD H. ALLEN	1943
DE-447	ALBERT T. HARRIS	1944	DE-346	EDWIN A. HOWARD	1944
DE-366	ALVIN C. COCKRELL	1944	DE-404	*EVERSOLE	1944
DE-536	BIVIN	1944	DE-509	FORMOE	1944
DE-368	CECIL J. DOYLE	1944	DE-367	FRENCH	1944
DE-446	CHARLES E. BRANNON	1944	DE-349	GENTRY	1944
DE-421	CHESTER T. O'BRIEN	1944	DE-357	GEORGE E. DAVIS	1944
DE-439	CONKLIN	1944	DE-508	GILLIGAN	1944
DE-438	CORBESIER	1944	DE-444	GOSS	1944
DE-448	CROSS	1945	DE-445	GRADY	1944
DE-405	DENNIS	1944	DE-424	HAAS	1944
DE-422	DOUGLAS A. MUNRO	1944	DE-449	HANNA	1945
DE-353	DOYLE C. BARNES	1944	DE-510	HEYLIGER	1945
DE-423	DUFILHO	1944	DE-533	HOWARD F. CLARK	1944
DE-406	EDMONDS	1944	DE-355	JACCARD	1944

*Ships and Aircraft*JOHN C. BUTLER Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
DE-410	JACK MILLER	1944	DE-371	PRESLEY	1944
DE-347	JESSE RUTHERFORD	1944	DE-341	RAYMOND	1944
DE-339	JOHN C. BUTLER	1944	DE-403	RICHARD M. ROWELL	1944
DE-370	JOHN L. WILLIAMSON	1944	DE-402	RICHARD S. BULL	1944
DE-360	JOHNNIE HUTCHINS	1944	DE-342	RICHARD W. SUESSENS	1944
DE-450	JOSEPH E. CONNOLLY	1945	DE-537	RIZZI	1945
DE-443	KENDALL C. CAMPBELL	1944	DE-345 *	ROBERT BRAZIER	1944
DE-354	KENNETH M. WILLETT	1944	DE-419	ROBERT F. KELLER	1944
DE-348	KEY	1944	DE-362	ROLF	1944
DE-409	LA PRADE	1944	DE-364	ROMBACH	1944
DE-415	LAWRENCE C. TAYLOR	1944	DE-413	*SAMUEL B. ROBERTS	1944
DE-414	LE RAY WILSON	1944	DE-407	*SHELTON	1944
DE-420	LELAND E. THOMAS	1944	DE-534	SILVERSTEIN	1944
DE-535	LEWIS	1944	DE-411	STAFFORD	1944
DE-356	LLOYD E. ACREE	1944	DE-408	STRAUS	1944
DE-358	MACK	1944	DE-418	TABBERER	1944
DE-351	MAURICE J. MANUEL	1944	DE-369	THADDEUS PARKER	1944
DE-440	MC COY REYNOLDS	1944	DE-350	TRAW	1944
DE-365	MC GINTY	1944	DE-532	TWEEDY	1944
DE-416	MELVIN R. NAWMAN	1944	DE-442	ULVERT M. MOORE	1944
DE-352	NAIFEH	1944	DE-412	WALTER C. WANN	1944
DE-344	*OBERRENDER	1944	DE-361	WALTON	1944
DE-340	O'FLAHERTY	1944	DE-441	WILLIAM SEIVERLING	1944
DE-417	OLIVER MITCHELL	1944	DE-372	WILLIAMS	1944
DE-538	OSBERG	1945	DE-359	WOODSON	1944
DE-363	PRATT	1944			

*Builders:* Boston Navy Yard (DE 521-538); Consolidated Steel, Orange, Tex. (DE 339-372); Brown Shipbuilding Co., Houston (DE 402-424); Federal, Newark (DE 438-450, 508-510).

## BUCKLEY Class

1400 tons; length 306'; beam 36'10"; draft 13'6"; speed 23 kts.; armament 3-3"/50 or 2-5"/38 3-21" torpedo tubes; complement 213; turbines with electric drive.

DE-575	AHRENS	1944	DE-215	BURKE <sup>24</sup>	1943
DE-577	ALEXANDER J. LUKE	1944	DE-53	CHARLES LAWRENCE <sup>24</sup>	1943
DE-66	AMESBURY <sup>24</sup>	1943	DE-158	CHASE <sup>24</sup>	1943
DE-161	BARBER <sup>24</sup>	1943	DE-208	COFER <sup>24</sup>	1944
DE-576	BARR <sup>24</sup>	1944	DE-217	COOLBAUGH	1943
DE-68	BATES <sup>24</sup>	1943	DE-704	CRONIN	1944
DE-69	BLESSMAN <sup>24</sup>	1943	DE-700	CURRIER	1944
DE-790	BORUM	1943	DE-643	DAMON M. CUMMINGS	1944
DE-637	BOWERS <sup>24</sup>	1944	DE-54	DANIEL T. GRIFFIN <sup>24</sup>	1943
DE-51	BUCKLEY	1943	DE-218	DARBY	1943
DE-693	BULL <sup>24</sup>	1943	DE-56	DONNELL <sup>25</sup>	1943
DE-694	BUNCH <sup>24</sup>	1943	DE-666	DURIK	1944

<sup>24</sup> Converted to high-speed transport (APD).

<sup>25</sup> Reclassified unclassified auxiliary (IX).

BUCKLEY Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
DE-702	EARL V. JOHNSON	1944	DE-209	LLOYD <sup>24</sup>	1944
DE-202	EICHENBERGER	1943	DE-680	LOESER	1943
DE-635	ENGLAND <sup>24</sup>	1943	DE-198	LOVELACE	1943
DE-216	ENRIGHT <sup>24</sup>	1943	DE-160	LOY <sup>24</sup>	1943
DE-157	*FECHTELER	1944	DE-796	MAJOR	1944
DE-640	FIEBERLING	1944	DE-791	MALLOY	1943
DE-57	FOGG	1943	DE-199	MANNING	1943
DE-633	FOREMAN	1943	DE-699	MARSH	1944
DE-59	FOSS	1943	DE-200	NEUENDORFF	1943
DE-222	FOWLER <sup>24</sup>	1944	DE-205	NEWMAN <sup>24</sup>	1943
DE-677	FRAMENT <sup>24</sup>	1943	DE-701	OSMUS	1944
DE-220	FRANCIS M. ROBINSON	1944	DE-210	OTTER	1944
DE-705	FRYBARGER	1944	DE-642	PAUL G. BAKER	1944
DE-60	GANTNER <sup>24</sup>	1943	DE-698	RABY	1943
DE-639	GENDREAU	1943	DE-156	REEVES <sup>24</sup>	1943
DE-697	GEORGE	1943	DE-153	REUBEN JAMES	1943
DE-62	GEORGE W. INGRAM <sup>24</sup>	1943	DE-695	*RICH	1943
DE-681	GILLETTE	1943	DE-578	ROBERT I. PAINE	1944
DE-679	GREENWOOD	1943	DE-793	RUNELS <sup>24</sup>	1944
DE-795	GUNASON	1944	DE-676	SCHMITT <sup>24</sup>	1943
DE-792	HAINES <sup>24</sup>	1943	DE-214	SCOTT	1943
DE-678	HARMON	1943	DE-799	SCROGGINS	1944
DE-212	HAYTER <sup>24</sup>	1944	DE-154	SIMS <sup>24</sup>	1943
DE-683	HENRY R. KENYON	1943	DE-221	SOLAR	1944
DE-794	HOLLIS <sup>24</sup>	1944	DE-223	SPANGENBURG	1944
DE-703	HOLTON	1944	DE-696	SPANGLER	1943
DE-155	HOPPING <sup>24</sup>	1943	DE-789	TATUM <sup>24</sup>	1943
DE-211	HUBBARD <sup>24</sup>	1944	DE-203	THOMASON	1943
DE-63	IRA JEFFERY <sup>24</sup>	1943	DE-682	*UNDERHILL	1943
DE-219	J. DOUGLAS BLACK- WOOD	1943	DE-644	VAMMEN	1944
DE-800	JACK W. WILKE	1944	DE-798	VARIAN	1944
DE-201	JAMES E. CRAIG	1943	DE-675	WEBER <sup>24</sup>	1943
DE-665	JENKS	1944	DE-797	WEEDEN	1944
DE-204	JORDAN	1943	DE-634	WHITEHURST	1943
DE-70	JOSEPH E. CAMPBELL <sup>24</sup>	1943	DE-641	WILLIAM C. COLE	1944
DE-207	KEPHART <sup>24</sup>	1944	DE-213	WILLIAM T. POWELL	1944
DE-159	LANING <sup>24</sup>	1943	DE-638	WILLMARTH	1944
DE-65	LEE FOX	1943	DE-667	WISEMAN	1944
DE-206	LIDDLE	1943	DE-636	WITTER <sup>24</sup>	1943

*Builders:* Bethlehem-Hingham (DE 51, 53-54, 56-57, 59-60, 62-63, 65-66, 68-70, 575-578); Bethlehem, Quincy (DE 675-683); Bethlehem, San Francisco (DE 633-644); Charleston Navy Yard (DE 199-213); Consolidated Steel, Orange (DE 789-800); Defoe S. B. Co. (DE 693-705); Dravo Corp., Pittsburgh (DE 665-667); Norfolk Navy Yard (DE 153-161); Philadelphia Navy Yard (DE 214-223).

<sup>24</sup> Converted to high-speed transport (APD).

## EDSALL Class

1200 tons; length 306'; beam 36'7"; draft 12'3"; speed 21 kts.; armament 3-3"/50 3-21" torpedo tubes; complement 216; diesel engines.

No.	Name	Comm.	No.	Name	Comm.
DE-147	BLAIR	1943	DE-319	*LEOPOLD	1943
DE-327	BRISTER	1943	DE-325	LOWE	1943
DE-148	BROUGH	1943	DE-249	MARCHAND	1943
DE-390	CALCATERRA	1943	DE-338	MARTIN H. RAY	1944
DE-251	GAMP	1943	DE-320	MENGES	1943
DE-391	CHAMBERS	1943	DE-392	MERRILL	1943
DE-149	CHATELAIN	1943	DE-383	MILLS	1943
DE-398	COCKRILL	1943	DE-240	MOORE	1943
DE-337	DALE W. PETERSON	1944	DE-321	MOSLEY	1943
DE-335	DANIEL	1944	DE-150	NEUNZER	1943
DE-138	DOUGLAS L. HOWARD	1943	DE-322	NEWELL	1943
DE-389	DURANT	1943	DE-330	O'REILLY	1943
DE-129	EDSALL	1943	DE-244	OTTERSTETTER	1943
DE-324	FALGOUT	1943	DE-152	PETERSON	1943
DE-139	FARQUHAR	1943	DE-253	PETTIT	1943
DE-142	FESSENDEN	1943	DE-133	PILLSBURY	1943
DE-328	FINCH	1943	DE-151	POOLE	1943
DE-143	*FISKE	1943	DE-134	POPE	1943
DE-135	FLAHERTY	1943	DE-332	PRICE	1944
DE-334	FORSTER	1944	DE-323	PRIDE	1943
DE-136	*FREDERICK C. DAVIS	1943	DE-382	RAMSDEN	1943
DE-144	FROST	1943	DE-384	RHODES	1943
DE-131	HAMMANN	1943	DE-385	RICHEY	1943
DE-316	HARVESON	1943	DE-254	RICKETTS	1943
DE-393	HAVERFIELD	1943	DE-132	ROBERT E. PEARY	1943
DE-137	HERBERT C. JONES	1943	DE-336	ROY O. HALE	1944
DE-141	HILL	1943	DE-386	SAVAGE	1943
DE-400	HISSEM	1944	DE-255	SELLSTROM	1943
DE-401	*HOLDER	1944	DE-245	SLOAT	1943
DE-252	HOWARD D. CROW	1943	DE-246	SNOWDEN	1943
DE-250	HURST	1943	DE-247	STANTON	1943
DE-145	HUSE	1943	DE-238	STEWART	1943
DE-146	INCH	1943	DE-399	STOCKDALE	1943
DE-140	J. R. Y. BLAKELY	1943	DE-333	STRICKLAND	1944
DE-243	J. RICHARD WARD	1943	DE-239	STURTEVANT	1943
DE-130	JACOB JONES	1943	DE-248	SWASEY	1943
DE-396	JANSSEN	1943	DE-394	SWENNING	1943
DE-317	JOYCE	1943	DE-326	THOMAS J. GARY	1943
DE-241	KEITH	1943	DE-242	TOMICH	1943
DE-318	KIRKPATRICK	1943	DE-387	VANCE	1943
DE-331	KOINER	1943	DE-397	WILHOITE	1943
DE-329	KRETCHMER	1943	DE-395	WILLIS	1943
DE-388	LANSING	1943			

*Builders:* Brown S. B. Co., Houston (DE 238-255, 382-401); Consolidated Steel Corp., Orange, Tex. (DE 129-152, 316-338).

## CANNON Class

1240 tons; length 306'; beam 36'8"; draft 11'8"; speed 21 kts.; armament 3-3"/50 3-21" torpedo tubes; complement 216; diesel engines with electric drive.

No.	Name	Comm.	No.	Name	Comm.
DE-167	ACREE	1943	DE-162	LEVY	1943
DE-101	ALGER <sup>26</sup>	1943	DE-750	MCANN <sup>26</sup>	1943
DE-168	AMICK	1943	DE-750	MCCLELLAND	1944
DE-169	ATHERTON	1943	DE-163	MCCONNELL	1943
DE-190	BAKER	1943	DE-174	MARTS	1943
DE-739	BANGUST	1943	DE-176	MICKA	1943
DE-166	BARON	1943	DE-770	MUIR	1944
DE-170	BOOTH <sup>26</sup>	1943	DE-769	NEAL A. SCOTT	1944
DE-103	BOSTWICK	1943	DE-188	O'NEILL	1943
DE-104	BREEMAN	1943	DE-164	OSTERHAUS	1943
DE-747	BRIGHT	1944	DE-767	OSWALD	1944
DE-189	BRONSTEIN	1943	DE-165	PARKS	1943
DE-105	BURROWS	1943	DE-175	PENNEWILL <sup>26</sup>	1943
DE-99	CANNON <sup>26</sup>	1943	DE-177	REYBOLD <sup>26</sup>	1943
DE-171	CARROLL	1943	DE-185	RIDDLE	1943
DE-112	CARTER	1944	DE-196	RINEHART	1944
DE-763	CATES	1943	DE-749	ROBERTS	1944
DE-100	CHRISTOPHER <sup>26</sup>	1943	DE-197	ROCHE	1944
DE-113	CLARENCE L. EVANS	1944	DE-183	SAMUEL S. MILES	1943
DE-191	COFFMAN	1943	DE-766	SLATER	1944
DE-172	COONER	1943	DE-745	SNYDER	1944
DE-765	EARL K. OLSEN	1944	DE-181	STAUB	1943
DE-768	EBERT	1944	DE-187	STERN	1943
DE-192	EISNER	1944	DE-771	SUTTON	1944
DE-173	ELDRIDGE	1943	DE-186	SWEARER	1943
DE-764	GANDY	1944	DE-102	THOMAS	1943
DE-193	GARFIELD THOMAS	1944	DE-195	THORNHILL	1944
DE-182	GUSTAFSON	1943	DE-748	TILLS	1944
DE-746	HEMMINGER	1944	DS-180	TRUMPETER	1943
DE-178	HERZOG <sup>26</sup>	1943	DE-740	WATERMAN	1943
DE-742	HILBERT	1944	DE-741	WEAVER	1943
DE-744	KYNE	1944	DE-184	WESSON	1943
DE-743	LAMONS	1944	DE-194	WINGFIELD	1944

*Builders:* Dravo Corp., Wilmington (DE 99-105, 112-113); Federal, Newark (DE 162-197); Tampa S. B. Co. (DE 763-771); Western Pipe and Steel Co., San Pedro (DE 739-750).

<sup>26</sup> Transferred to Brazil under Lend-Lease.



## 6. SS SUBMARINES

## O Class

521/624 tons; <sup>27</sup> length 172'4"; beam 18'; draft 16'11"; speed 14.5/11 kts.; armament 4-18" torpedo tubes; complement 33; diesel engines/electric motors.

No.	Name	Comm.	No.	Name	Comm.
SS-63	O-2	1918	SS-68	O-7	1918
SS-64	O-3	1918	SS-69	O-8	1918
SS-65	O-4	1918	SS-70	+O-9	1918
SS-67	O-6	1918	SS-71	O-10	1918

*Builders:* Fore River S. B. Co. (SS 64-65, 67-71); Puget Sound Navy Yard (SS 63).

<sup>27</sup> Surface/submerged.

## R Class

530/680 tons; length 186'2"; beam 18'; draft 16'7"; speed 13.5/10.5 kts.; armament 1-3"/50 4-18" torpedo tubes; complement 34; diesel engines/electric motors.

SS-78	R-1	1918	SS-89	*R-12	1919
SS-79	R-2	1919	SS-90	R-13	1919
SS-80	R-3 <sup>28</sup>	1919	SS-91	R-14	1919
SS-81	R-4	1919	SS-92	R-15	1918
SS-82	R-5	1919	SS-93	R-16	1918
SS-83	R-6	1919	SS-94	R-17 <sup>28</sup>	1918
SS-85	R-8	1919	SS-95	R-18	1918
SS-86	R-9	1919	SS-96	R-19 <sup>28</sup>	1918
SS-87	R-10	1919	SS-97	R-20	1919
SS-88	R-11	1919			

*Builders:* Fore River S. B. Co. (SS 78-84, 86-91); Union Iron Works (SS 92-97).

<sup>28</sup> Transferred to Great Britain under Lend-Lease.

## S-1 Class

850/1062 tons; length 219'3"; beam 20'8"; draft 17'1"; speed 14.5/11 kts.; armament 1-3"/50 or 1-4"/50 4-21" torpedo tubes; complement 50; diesel engines/electric motors.

SS-105	S-1 <sup>29</sup>	1920	SS-132	*S-27	1924
SS-123	S-18	1924	SS-133	*S-28	1923
SS-125	S-20	1922	SS-134	S-29 <sup>29</sup>	1924
SS-126	S-21 <sup>29</sup>	1923	SS-135	S-30	1920
SS-127	S-22 <sup>29</sup>	1924	SS-136	S-31	1923
SS-128	S-23	1923	SS-137	S-32	1923
SS-129	S-24 <sup>29</sup>	1923	SS-138	S-33	1922
SS-130	S-25 <sup>29</sup>	1923	SS-139	S-34	1923
SS-131	*S-26	1923	SS-140	S-35	1923

<sup>29</sup> Transferred to Great Britain under Lend-Lease.

*S-1 Class (cont'd)*

No.	Name	Comm.	No.	Name	Comm.
SS-141	*S-36	1923	SS-144	*S-39	1923
SS-142	S-37	1923	SS-145	S-40	1923
SS-143	†S-38	1923	SS-146	S-41	1924

*Builders:* Bethlehem, Quincy (SS 105, 123, 125-134); Bethlehem, San Francisco (SS 135-146).

<sup>29</sup> S-1 Class transferred to Great Britain under Lend-Lease.

*S-14 Class*

876/1092 tons; length 231'; beam 21'10"; draft 15'; speed 15/10.5 kts.; armament 1-4"/50 4-21" torpedo tubes; complement 44; diesel engines/electric motors.

SS-119	S-14	1921	SS-121	†S-16	1920
SS-120	S-15	1921	SS-122	†S-17	1921

*Builders:* Lake Torpedo Boat Co., Bridgeport, Conn.

*S-3 Class*

790/1092 tons; length 231'; beam 21'6"; draft 14'9"; speed 15/11 kts.; armament 1-4"/50 5-21" torpedo tubes; complement 44; diesel engines/electric motors.

SS-116	S-11	1923	SS-118	S-13	1923
SS-117	S-12	1923			

*Builders:* Portsmouth Navy Yard.

*S-48*

1000/1458 tons; length 240'; beam 21'6"; draft 14'5"; speed 14.5/11 kts.; armament 1-4"/50 5-21" torpedo tubes; complement 51; diesel engines/electric motors.

SS-159	S-48	1922
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*Builders:* Lake Torpedo Boat Co., Bridgeport, Conn.

*S-42 Class*

850/1126 tons; length 225'3"; beam 20'8"; draft 19'5"; speed 14.5/11 kts.; armament 1-4"/50 4-21" torpedo tubes; complement 51; diesel engines/electric motors.

SS-153	S-42	1924	SS-156	S-45	1925
SS-154	S-43	1924	SS-157	S-46	1925
SS-155	*S-44	1925	SS-158	S-47	1925

*Builders:* Bethlehem, Quincy.

*B Class*

2000/2506 tons; length 341'6"; beam 27'1"; draft 14'7"; speed 19/8 kts.; armament 1-3"/50 6-21" torpedo tubes; complement 95; diesel engines/electric motors.

SS-163	BARRACUDA	1924	SS-165	BONITA	1926
SS-164	†BASS	1925			

*Builders:* Portsmouth Navy Yard.

## ARGONAUT

2710/4164 tons; length 381'; beam 33'10"; draft 15'4"; speed 15/8 kts.; armament 2-6"/53 4-21" torpedo tubes; complement 89; diesel engines/electric motors.

No.	Name	Comm.	No.	Name	Comm.
SM-1	ARGONAUT <sup>80</sup>	1928			

*Builders:* Portsmouth Navy Yard.

<sup>80</sup> Converted to submarine transport (APS).

## NAUTILUS Class

2730/3960 tons; length 371'; beam 33'3"; draft 19'7"; speed 17/8 kts.; armament 2-6"/53 10-21" torpedo tubes; complement 100; diesel engines/electric motors.

SS-167	NARWHAL	1930	SS-168	NAUTILUS	1930
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*Builders:* Portsmouth Navy Yard (SS-167); Mare Island Navy Yard (SS-168).

## DOLPHIN

1590/2215 tons; length 319'1"; beam 27'11"; draft 16'6"; speed 17/8 kts.; armament 1-4"/50 6-21" torpedo tubes; complement 77; diesel engines/electric motors.

SS-169	DOLPHIN	1932
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*Builders:* Portsmouth Navy Yard.

## CACHALOT Class

1110-1130/1650 tons; length 271'10"-274'; beam 24'9"; draft 16'3"; speed 16/8 kts.; armament 1-3"/50 6-21" torpedo tubes; complement 55; diesel engines/electric motors.

SS-170	CACHALOT	1933	SS-171	CUTTLEFISH	1934
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*Builders:* Portsmouth Navy Yard (SS-170); Electric Boat (SS-171).

## PORPOISE Class

1316-1330/1934-1997 tons; length 298'1"-301'; beam 24'11"-25'1"; draft 15'11"-16'11"; speed 19-19.5/8-9 kts.; armament 1-3"/50 6-21" torpedo tubes; complement 73; diesel engines/electric motors.

SS-176	*PERCH	1936	SS-180	POLLACK	1937
SS-178	PERMIT	1937	SS-181	*POMPAÑO	1937
SS-177	*PICKEREL	1937	SS-172	PORPOISE	1935
SS-173	PIKE	1935	SS-174	*SHARK	1936
SS-179	PLUNGER	1936	SS-175	TARPON	1936

*Builders:* Portsmouth Navy Yard (SS 172-173, 179-180); Electric Boat (SS 174-178); Mare Island Navy Yard (SS-181).

## SALMON Class

1449/2198 tons; length 308'; beam 26'1"; draft 17'6"-17'7"; speed 21/9 kts.; armament 1-3"/50 8-21" torpedo tubes; complement 75; diesel engines/electric motors.

SS-182	SALMON	1938	SS-185	SNAPPER	1937
SS-183	SEAL	1938	SS-186	STINGRAY	1938
SS-184	SKIPJACK	1938	SS-187	STURGEON	1938

*Builders:* Electric Boat (SS 182-184); Portsmouth Navy Yard (SS 185-186); Mare Island Navy Yard (SS-187).

## SARGO Class

1450/2350 tons; length 310'6"; beam 27'1"; draft 17'1"-17'3"; speed 20/9 kts.; armament 1-3"/50 8-21" torpedo tubes; complement 78; diesel engines/electric motors.

No.	Name	Comm.	No.	Name	Comm.
SS-192	SAILFISH <sup>31</sup>	1939	SS-195	*SEALION	1939
SS-188	SARGO	1939	SS-196	SEARAVEN	1939
SS-189	SAURY	1939	SS-197	*SEAWOLF	1939
SS-191	*SCULPIN	1939	SS-190	SPEARFISH	1939
SS-194	SEADRAGON	1939	SS-193	*SWORDFISH	1939

*Builders:* Electric Boat (SS 188-190, 194-195); Portsmouth Navy Yard (SS 191-192, 196-197); Mare Island Navy Yard (SS-193).

<sup>31</sup> EX-SQUALUS.

## TAMBOR Class

1475/2370 tons; length 307'2"; beam 27'3"; draft 16'9"-17'; speed 20/9 kts.; armament 1-3"/50 10-21" torpedo tubes; complement 80; diesel engines/electric motors.

SS-206	GAR	1941	SS-198	TAMBOR	1940
SS-207	*GRAMPUS	1941	SS-199	TAUTOG	1940
SS-208	*GRAYBACK	1941	SS-200	THRESHER	1940
SS-209	*GRAYLING	1941	SS-201	*TRITON	1940
SS-210	*GRENADIER	1941	SS-202	*TROUT	1940
SS-211	*GUDGEON	1941	SS-203	TUNA	1941

*Builders:* Electric Boat (SS 198-200, 206-208); Portsmouth Navy Yard (SS 201-202, 209-210); Mare Island Navy Yard (SS 203, 211).

## MACKEREL Class

825/1179 tons; length 238'11"; beam 21'8"; draft 13'6"-14'6"; speed 16/9 kts.; armament 1-3"/50 6-21" torpedo tubes; complement 42; diesel engines/electric motors.

SS-204	MACKEREL	1941	SS-205	MARLIN	1941
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*Builders:* Electric Boat (SS-204); Portsmouth Navy Yard (SS-205).

## GATO Class

1526/2424 tons; length 311'8"-311'10"; beam 27'3"; draft 16'10"; speed 20/9 kts.; armament 1-3"/50, 1-4"/50, or 1-5"/23 10-21" torpedo tubes; complement 80; diesel engines/electric motors.

SS-218	*ALBACORE	1942	SS-225	CERO	1943
SS-219	*AMBERJACK	1942	SS-245	COBIA	1944
SS-240	ANGLER	1943	SS-224	COD	1943
SS-220	BARB	1942	SS-226	*CORVINA	1943
SS-241	BASHAW	1943	SS-246	CROAKER	1944
SS-221	BLACKFISH	1942	SS-247	DACE	1943
SS-222	BLUEFISH	1943	SS-227	*DARTER	1943
SS-242	BLUEGILL	1943	SS-248	*DORADO	1943
SS-223	*BONEFISH	1943	SS-228	DRUM	1941
SS-243	BREAM	1944	SS-230	FINBACK	1942
SS-244	CAVALLA	1944	SS-249	FLASHER	1943

GATO Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
SS-250	*FLIER	1943	SS-265	PETO	1942
SS-251	FLOUNDER	1943	SS-266	POGY	1943
SS-229	FLYING FISH	1941	SS-267	POMPON	1943
SS-252	GABILAN	1943	SS-268	PUFFER	1943
SS-212	GATO	1941	SS-269	RASHER	1943
SS-213	GREENLING	1942	SS-270	RATON	1943
SS-214	GROUPE	1942	SS-271	RAY	1943
SS-215	*GROWLER	1942	SS-272	REDFIN	1943
SS-216	*GUDGEON	1942	SS-273	*ROBALO	1943
SS-217	GUARDFISH	1942	SS-274	ROCK	1943
SS-253	GUNNEL	1942	SS-275	*RUNNER	1942
SS-254	GURNARD	1942	SS-276	SAWFISH	1942
SS-255	HADDO	1942	SS-277	*SCAMP	1942
SS-231	HADDOCK	1942	SS-278	*SCORPION	1942
SS-256	HAKE	1942	SS-235	SHAD	1942
SS-232	HALIBUT	1942	SS-236	SILVERSIDES	1941
SS-257	*HARDER	1942	SS-279	*SNOOK	1942
SS-233	*HERRING	1942	SS-280	STEELHEAD	1942
SS-258	HOE	1942	SS-281	SUNFISH	1942
SS-259	JACK	1943	SS-283	TINOSA	1943
SS-234	KINGFISH	1942	SS-237	*TRIGGER	1942
SS-260	LAPON	1943	SS-284	*TULLIBEE	1943
SS-261	MINGO	1943	SS-282	TUNNY	1942
SS-262	MUSKALLUNGE	1943	SS-238	*WAHOO	1942
SS-263	PADDLE	1943	SS-239	WHALE	1942
SS-264	PARGO	1943			

*Builders:* Electric Boat (SS 212-227, 240-264); Portsmouth Navy Yard (SS 228-235, 275-280); Mare Island Navy Yard (SS 236-239, 281-284); Manitowoc S. B. Co. (SS 265-274).

## BALAO Class

1526/2391-2424 tons; length 311'6"-311'10"; beam 27'3"-27'4"; draft 16'10"; speed 20/10 kts.; armament 1-3"/50, 1-4"/50, or 1-5"/25 10-21" torpedo tubes; complement 80; diesel engines/electric motors.

SS-308	APOGON	1943	SS-286	BILLFISH	1943
SS-311	ARCHERFISH	1943	SS-322	BLACKFIN	1944
SS-309	ASPERO	1943	SS-324	BLENNY	1944
SS-403	ATULE	1944	SS-325	BLOWER	1944
SS-285	BALAO	1943	SS-326	BLUEBACK	1944
SS-385	BANG	1943	SS-327	BOARFISH	1944
SS-316	*BARBEL	1944	SS-287	BOWFIN	1943
SS-317	BARBERO	1944	SS-330	BRILL	1944
SS-310	BATFISH	1943	SS-331	BUGARA	1944
SS-318	BAYA	1944	SS-332	*BULLHEAD	1944
SS-319	BECUNA	1944	SS-333	BUMPER	1944
SS-320	BERGALL	1944	SS-312	BURRFISH	1943
SS-321	BESUGO	1944	SS-334	CABEZON	1944

BALAO Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
SS-288	CABRILLA	1943	SS-300	MORAY	1945
SS-323	CAIMAN	1944	SS-383	PAMPANITO	1943
SS-289	*GAPELIN	1943	SS-384	PARCHE	1943
SS-336	CAPITAINE	1945	SS-313	PERCH	1944
SS-337	CARBONERO	1945	SS-382	PICUDA	1943
SS-338	CARP	1945	SS-386	PILOTFISH	1943
SS-339	CATFISH	1945	SS-387	PINTADO	1944
SS-328	CHARR	1944	SS-388	PIPEFISH	1944
SS-341	CHIVO	1945	SS-409	PIPER	1944
SS-342	CHOPPER "	1945	SS-389	PIRANHA	1944
SS-329	CHUB	1944	SS-390	PLAICE	1944
SS-290	*CISCO	1943	SS-391	POMFRET	1944
SS-343	CLAMAGORE	1945	SS-393	QUEENFISH	1944
SS-344	COBBLER	1945	SS-394	RAZORBACK	1944
SS-345	COCHINO	1945	SS-395	REDFISH	1944
SS-291	CREVALLE	1943	SS-301	RONCADOR	1945
SS-335	DENTUDA	1944	SS-396	RONQUIL	1944
SS-292	DEVILFISH	1944	SS-302	SABALO	1945
SS-293	DRAGONET	1944	SS-381	SAND LANCE	1943
SS-340	ENTEMEDOR	1945	SS-397	SCABBARDFISH	1944
SS-294	*ESCOLAR	1944	SS-399	SEA CAT	1944
SS-361	*GOLET	1943	SS-400	SEA DEVIL	1944
SS-362	GUAVINA	1943	SS-401	SEA DOG	1944
SS-363	GUITARRO	1944	SS-402	SEA FOX	1944
SS-295	HACKLEBACK	1944	SS-405	SEA OWL	1944
SS-364	HAMMERHEAD	1944	SS-406	SEA POACHER	1944
SS-365	HARDHEAD	1944	SS-407	SEA ROBIN	1944
SS-366	HAWKBILL	1944	SS-304	SEAHORSE	1943
SS-367	ICEFISH	1944	SS-315	SEALION	1944
SS-368	JALLAO	1944	SS-398	SEGUNDO	1944
SS-369	*KETE	1944	SS-408	SENNET	1944
SS-370	KRAKEN	1944	SS-314	*SHARK	1944
SS-371	*LAGARTO	1944	SS-305	SKATE	1943
SS-372	LAMPREY	1944	SS-411	SPEDEFISH	1944
SS-296	LANCETFISH	1945	SS-404	SPIKEFISH	1944
SS-297	LING	1945	SS-413	SPOT	1944
SS-298	LIONFISH	1944	SS-414	SPRINGER	1944
SS-373	LIZARDFISH	1944	SS-392	STERLET	1944
SS-374	LOGGERHEAD	1945	SS-415	STICKLEBACK	1945
SS-375	MACABI	1945	SS-306	*TANG	1943
SS-299	MANTA	1944	SS-410	THREADFIN	1944
SS-376	MAPIRO	1945	SS-307	TILEFISH	1943
SS-377	MENHADEN	1945	SS-412	TREPANG	1944
SS-378	MERO	1945			

*Builders:* Portsmouth Navy Yard (SS 285-291, 308-312, 381-410); Cramp (SS 292-302); Mare Island Navy Yard (SS 304-307, 411-415); Electric Boat (SS 313-345); Manitowoc (SS 361-378).

## TENCH Class

1570/2414-2416 tons; length 311'8"; beam 27'2"-27'4"; draft 16'5"; speed 20/9 kts.; armament 1-5"/25 10-21" torpedo tubes; complement 81; diesel engines/electric motors.

No.	Name	Comm.	No.	Name	Comm.
SS-475	ARGONAUT	1945	SS-483	SEA LEOPARD	1945
SS-477	CONGER	1945	SS-485	SIRAGO	1945
SS-478	CUTLASS	1945	SS-417	TENCH	1944
SS-479	DIABLO	1945	SS-418	THORNBACK	1944
SS-482	IREX	1945	SS-419	TIGRONE	1944
SS-480	MEDREGAL	1945	SS-420	TIRANTE	1944
SS-484	ODAX	1945	SS-422	TORO	1944
SS-424	QUILLBACK	1944	SS-423	TORSK	1944
SS-481	REQUIN	1945	SS-421	TRUTTA	1944
SS-476	RUNNER	1945			

*Builders:* Portsmouth Navy Yard.

## 7. MINECRAFT

## CM Minelayers and CMc Coastal Minelayers

## Converted Merchantmen

1400-5300 tons; length 230'6"-386'7"; beam 42'-57'; draft 14'6"-18'6"; speed 12-20 kts.; armament 1-5"/51 or 1-3 3"/50; complement 93-649; turbines or reciprocating engines.

CM-3	†AROOSTOOK	1917	CM-4	OGLALA <sup>34</sup>	1917
CM-8	KEOKUK <sup>32</sup>	1942	CM-11	SALEM <sup>35</sup>	1942
CM-10	*MIANTONOMOH	1941	CMc-3	WASSUC	1941
CM-9	MONADNOCK <sup>33</sup>	1941	CM-12	WEEHAWKEN	1942

<sup>32</sup> Converted to net cargo ship (AKN).

<sup>33</sup> Reclassified auxiliary minelayer (ACM).

<sup>34</sup> Converted to internal combustion engine repair ship (ARG).

<sup>35</sup> Renamed SHAWMUT 15 Aug. 1945.

TERROR <sup>36</sup>

5875 tons; length 454'10"; beam 60'2"; draft 19'7"; speed 20 kts.; armament 4-5"/38; complement 481.

CM-5 TERROR 1942

<sup>36</sup> The Navy's only built-for-the-purpose large minelayer.

## DM Light Minelayers

## Converted Flush-Decker Destroyers

1190-1215 tons; length 314'4"-314'5"; beam 31'8"-31'9"; draft 12'-15'3"; speed 30 kts.; armament 3-3"/50; complement 146.



### DM Light Minelayers (*cont'd*)

No.	Name	Conv.	No.	Name	Conv.
DM-18	BREESE	1931	DM-22	PRUITT <sup>37</sup>	1937
DM-15	*GAMBLE	1930	DM-16	RAMSEY <sup>37</sup>	1930
DM-17	*MONTGOMERY	1931	DM-21	SICARD <sup>37</sup>	1937
DM-20	PREBLE <sup>37</sup>	1937	DM-19	TRACY	1937

Converted from LITTLE and CLEMSON Class destroyers.

<sup>37</sup> Converted to miscellaneous auxiliary (AG).

### ROBERT H. SMITH Class

2200 tons; length 376'6"; beam 40'10"; draft 18'8"-18'10"; speed 33 kts.; armament 6-5"/38; complement 363.

No.	Name	Comm.	No.	Name	Comm.
DM-34	AARON WARD	1944	DM-32	LINDSEY	1944
DM-27	ADAMS	1944	DM-23	ROBERT H. SMITH	1944
DM-33	GWIN	1944	DM-25	SHANNON	1944
DM-26	HARRY F. BAUER	1944	DM-30	SHEA	1944
DM-29	HENRY A. WILEY	1944	DM-24	THOMAS E. FRASER	1944
DM-31	J. WILLIAM DITTER	1944	DM-28	TOLMAN	1944

Converted while building from ALLEN M. SUMNER Class destroyers.

### ACM Auxiliary Minelayers

640-1054 tons; length 184'6"-188'2"; beam 33'-37'; draft 9'5"-12'6"; speed 12.5-14.5 kts.; armament 1-3"/50 or 1-40mm.; complement 69-102; reciprocating or diesel engines.

ACM-5	BARBICAN	1945	ACM-7	OBSTRUCTER	1945
ACM-3	BARRICADE	1944	ACM-8	PICKET	1945
ACM-6	BASTION	1945	ACM-2	PLANTER	1944
ACM-4	BUTTRESS	1944 <sup>38</sup>	ACM-9	TRAPPER	1945
ACM-1	CHIMO	1944			

ACM 1-3, 5-9 built for Army as mine planters and ACM-4 converted from PCE.

In 1945 minelayer MONADNOCK (CM-9) (*q.v.*) was reclassified auxiliary minelayer.

<sup>38</sup> Converted to miscellaneous auxiliary (AG).

### DMS Fast Minesweepers

#### Converted Flush-Decker Destroyers

1060-1190 tons; length 314'4"-314'5"; beam 31'8"-31'9"; draft 13'4"-14'2"; speed 30 kts.; armament 3-3"/50; complement 149.

No.	Name	Conv.	No.	Name	Conv.
DMS-3	BOGGS <sup>38</sup>	1940	DMS-1	DORSEY	1940
DMS-9	CHANDLER <sup>38</sup>	1940	DMS-4	ELLIOT <sup>38</sup>	1940

<sup>38</sup> Converted to miscellaneous auxiliary (AG).

### DMS Fast Minesweepers: Converted Flush-Decker Destroyers (*cont'd*)

No.	Name	Conv.	No.	Name	Conv.
DMS-18	HAMILTON <sup>38</sup>	1942	DMS-5	*PALMER	1940
DMS-6	HOGAN <sup>38</sup>	1940	DMS-17	*PERRY	1940
DMS-13	HOPKINS	1940	DMS-10	SOUTHARD	1940
DMS-11	*HOVEY	1940	DMS-8	STANSBURY	1940
DMS-7	HOWARD <sup>38</sup>	1940	DMS-16	TREVER <sup>38</sup>	1940
DMS-2	LAMBERTON <sup>38</sup>	1940	DMS-15	*WASMUTH	1940
DMS-12	*LONG	1940	DMS-14	ZANE <sup>38</sup>	1940

Converted from LITTLE and CLEMSON Class destroyers.

<sup>38</sup> Converted to miscellaneous auxiliary (AG).

### ELLYSON Class

1630 tons; length 341'; beam 36'1"; draft 17'9"; speed 35 kts.; armament 3-5"/38; complement 272.

DMS-29	BUTLER	1944	DMS-30	GHERARDI	1944
DMS-33	CARMICK	1945	DMS-20	HAMBLETON	1944
DMS-39	COWIE	1945	DMS-28	HARDING	1944
DMS-37	DAVISON	1945	DMS-26	HOBSON	1944
DMS-41	DORAN	1945	DMS-27	JEFFERS	1944
DMS-34	DOYLE	1945	DMS-40	KNIGHT	1945
DMS-42	EARLE	1945	DMS-36	MCCOOK	1945
DMS-19	ELLYSON	1944	DMS-23	MACOMB	1944
DMS-22	*EMMONS	1944	DMS-31	MERVINE	1945
DMS-35	ENDICOTT	1945	DMS-32	QUICK	1945
DMS-25	FITCH	1944	DMS-21	RODMAN	1944
DMS-24	FORREST	1944	DMS-38	THOMPSON	1945

Converted from GLEAVES Class destroyers.

### AM Minesweepers

#### LAPWING (or Bird) Class

840 tons; length 187'10"; beam 35'5"; draft 15'; speed 14 kts.; armament 2-3"/50; complement 75; reciprocating engine.

No.	Name	Comm.	No.	Name	Comm.
AM-36	*BITTERN	1919	AM-21	LARK <sup>39</sup>	1919
AM-20	BOBOLINK <sup>39</sup>	1918	AM-7	ORIOLE <sup>39</sup>	1918
AM-24	BRANT <sup>39</sup>	1918	AM-2	OWL <sup>39</sup>	1918
AM-40	CORMORANT <sup>39</sup>	1919	AM-16	PARTRIDGE <sup>39</sup>	1919
AM-17	EIDER <sup>40</sup>	1919	AM-46	†PEACOCK	1919
AM-9	*FINCH	1918	AM-15	*QUAIL	1919
AM-43	GREBE <sup>39</sup>	1919	AM-26	RAIL <sup>39</sup>	1918
AM-25	KINGFISHER <sup>39</sup>	1918	AM-3	ROBIN <sup>39</sup>	1918

<sup>39</sup> Converted to ocean-going tug (AT).

<sup>40</sup> Converted to gate vessel (YNg).

# AM Minesweepers (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
AM-30	SEAGULL <sup>39</sup>	1919	AM-52	VIREO <sup>39</sup>	1919
AM-5	*TANAGER	1918	AM-35	WHIPPOORWILL <sup>39</sup>	1919
AM-31	TERN <sup>39</sup>	1919	AM-14	WOODCOCK <sup>39</sup>	1919
AM-13	TURKEY <sup>39</sup>	1918			

<sup>39</sup> Converted to ocean-going tug (AT).

## RAVEN and AUK Classes

810-840 tons; length 220'6"-221'2"; beam 32'-32'2"; draft 9'4"-10'9"; speed 17 kts.; armament 1-2 <sup>39</sup>/50; complement 105; diesel engine or diesel engine with electric drive.

AM-340	ARDENT	1944	AM-111	SAGE	1942
AM-57	AUK	1942	AM-381	SCOTER	1945
AM-58	BROADBILL	1942	AM-112	SEER	1942
AM-314	CHAMPION	1943	AM-113	*SENTINEL	1942
AM-59	CHICKADEE	1942	AM-62	SHELDRAKE	1942
AM-315	CHIEF	1943	AM-282	SHOVELER	1945
AM-316	COMPETENT	1943	AM-115	*SKILL	1942
AM-317	DEFENSE	1944	AM-63	*SKYLARK	1942
AM-318	DEVASTATOR	1944	AM-322	SPEAR	1943
AM-341	DEXTROUS	1943	AM-116	SPEED	1942
AM-319	GLADIATOR	1944	AM-384	SPRIG	1945
AM-100	HEED	1943	AM-114	STAFF	1942
AM-101	HERALD	1943	AM-64	STARLING	1942
AM-320	IMPLACABLE	1944	AM-118	STEADY	1942
AM-371	MINIVET	1945	AM-117	STRIVE	1942
AM-102	MOTIVE	1943	AM-383	SURFBIRD	1944
AM-372	MURRELET	1945	AM-119	SUSTAIN	1942
AM-60	NUTHATCH	1942	AM-65	*SWALLOW	1943
AM-103	ORACLE	1943	AM-120	SWAY	1943
AM-56	*OSPREY	1940	AM-121	*SWERVE	1944
AM-61	PHEASANT	1942	AM-122	SWIFT	1943
AM-104	PILOT	1943	AM-123	SYMBOL	1942
AM-105	PIONEER	1943	AM-385	TANAGER	1945
AM-375	POCHARD	1944	AM-386	TERCEL	1945
AM-106	*PORTENT	1943	AM-124	THREAT	1943
AM-107	PREVAIL	1943	AM-125	*TIDE	1943
AM-376	PTARMIGAN	1945	AM-126	TOKEN	1942
AM-108	PURSUIT	1943	AM-387	TOUCAN	1944
AM-377	QUAIL	1945	AM-388	TOWHEE	1945
AM-55	RAVEN	1940	AM-323	TRIUMPH	1944
AM-378	REDSTART	1945	AM-127	TUMULT	1943
AM-109	REQUISITE	1943	AM-128	VELOCITY	1943
AM-110	REVENGE	1943	AM-324	VIGILANCE	1944
AM-379	ROSELLE	1945	AM-389	WAXWING	1945
AM-380	RUDDY	1945	AM-131	ZEAL	1943

**Converted Fishermen**

314-585 tons; length 122'6"-150'; beam 23'-28'8"; draft 10'11"-14'7"; speed 9-13 kts.; armament 1-3"/23 or 1-3"/50; complement 36; diesel engine.

No.	Name	Comm.	No.	Name	Comm.
AM-71	ALBATROSS <sup>41</sup>	1940	AM-77	†GOLDFINCH	1941
AM-72	BLUEBIRD <sup>41</sup>	1940	AM-79	GOSHAWK <sup>41</sup>	1941
AM-66	†BULLFINCH	1940	AM-73	†GRACKLE	1941
AM-67	†CARDINAL	1940	AM-74	†GULL	1940
AM-68	CATBIRD <sup>41</sup>	1940	AM-133	†HAWK	1942
AM-81	CHAFFINCH	1941	AM-134	†IBIS	1942
AM-69	CURLEW <sup>41</sup>	1940	AM-75	†KITE	1941
AM-132	EAGLE <sup>42</sup>	1942	AM-76	LINNET <sup>41</sup>	1941
AM-70	FLICKER <sup>41</sup>	1940	AM-135	†MERGANSER	1942
AM-80	GOLDCREST	1941			

<sup>41</sup> Converted to unclassified vessel (IX).

<sup>42</sup> Converted to coastal yacht (PYc).

**ADROIT Class**

295 tons; length 173'9"; beam 23'; draft 6'6"; speed 16 kts.; armament 1-3"/50; complement 65; diesel engines.

AM-82	ADROIT	1942	AM-91	DYNAMIC	1942
AM-83	ADVENT	1942	AM-92	EFFECTIVE	1942
AM-84	ANNOY	1942	AM-93	ENGAGE	1942
AM-85	CONFLICT	1942	AM-94	EXCEL	1942
AM-86	CONSTANT	1942	AM-95	EXPLOIT	1943
AM-87	DARLING	1942	AM-96	FIDELITY	1942
AM-88	DASH	1942	AM-97	FIERCE	1942
AM-89	DESPITE	1942	AM-98	FIRM	1943
AM-90	DIRECT	1942	AM-99	FORCE	1943

All converted to submarine chasers (PC).

**ADMIRABLE Class**

625 tons; length 184'6"; beam 33'; draft 10'; speed 15 kts.; armament 1-3"/50; complement 104; diesel engines.

AM-136	ADMIRABLE <sup>43</sup>	1942	AM-156	CAPTIVATE <sup>43</sup>	1944
AM-137	ADOPT <sup>43</sup>	1942	AM-157	CARAVAN <sup>43</sup>	1944
AM-148	ASTUTE <sup>43</sup>	1944	AM-158	CAUTION <sup>43</sup>	1944
AM-149	AUGURY <sup>43</sup>	1944	AM-159	CHANGE	1944
AM-150	BARRIER <sup>43</sup>	1944	AM-160	CLAMOUR	1944
AM-151	BOMBARD <sup>43</sup>	1944	AM-161	CLIMAX	1944
AM-152	BOND <sup>43</sup>	1943	AM-162	COMPEL	1944
AM-153	BUOYANT	1943	AM-163	CONCISE	1944
AM-154	CANDID <sup>43</sup>	1944	AM-164	CONTROL	1944
AM-155	CAPABLE <sup>43</sup>	1944	AM-165	COUNSEL	1944

<sup>43</sup> Transferred to U.S.S.R. under Lend-Lease.

AM Minesweepers (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
AM-214	CRAG	1944	AM-263	MEASURE <sup>43</sup>	1944
AM-215	CRUISE	1944	AM-244	METHOD <sup>43</sup>	1944
AM-216	DEFT	1944	AM-265	MIRTH <sup>43</sup>	1944
AM-217	DELEGATE	1944	AM-266	NIMBLE	1944
AM-218	DENSITY	1944	AM-267	NOTABLE	1945
AM-219	DESIGN	1944	AM-268	NUCLEUS <sup>43</sup>	1943
AM-220	DEVISE	1944	AM-269	OPPONENT	1943
AM-221	DIPLOMA	1944	AM-270	PALISADE <sup>43</sup>	1944
AM-222	DISDAIN <sup>43</sup>	1944	AM-271	PENETRATE <sup>43</sup>	1944
AM-223	DOUR	1944	AM-272	PERIL <sup>43</sup>	1944
AM-361	DUNLIN	1945	AM-273	PHANTOM	1944
AM-224	EAGER	1944	AM-274	PINNACLE	1944
AM-225	ELUSIVE	1945	AM-275	PIRATE	1944
AM-226	EMBATTLE	1945	AM-276	PIVOT	1944
AM-232	EXECUTE	1944	AM-277	PLEDGE	1944
AM-233	FACILITY	1944	AM-279	PRIME	1944
AM-234	FANCY <sup>43</sup>	1944	AM-278	PROJECT	1944
AM-235	FIXITY	1945	AM-280	PROWESS	1944
AM-362	GADWALL	1945	AM-281	QUEST	1944
AM-238	GARLAND	1944	AM-282	RAMPART <sup>43</sup>	1945
AM-363	GAVIA	1945	AM-283	RANSOM	1944
AM-239	GAYETY	1944	AM-284	REBEL	1944
AM-364	GRAYLAG	1945	AM-285	RECRUIT	1944
AM-240	HAZARD	1944	AM-286	REFORM	1944
AM-241	HILARITY	1944	AM-287	REFRESH	1944
AM-246	IMPLICIT	1943	AM-294	*SALUTE	1943
AM-247	IMPROVE	1943	AM-295	SAUNTER	1943
AM-242	INAUGURAL	1945	AM-296	SCOUT	1944
AM-248	INCESSANT	1943	AM-297	SCRIMMAGE	1944
AM-249	INCREDIBLE	1944	AM-298	SCUFFLE	1944
AM-250	INDICATIVE <sup>43</sup>	1944	AM-304	SCURRY	1944
AM-251	INFLICT	1944	AM-299	SENTRY	1944
AM-252	INSTILL	1944	AM-300	SERENE	1944
AM-253	INTRIGUE	1944	AM-301	SHELTER	1944
AM-254	INVADE	1944	AM-302	SIGNET	1944
AM-255	JUBILANT	1943	AM-303	SKIRMISH	1944
AM-256	KNAVE	1943	AM-305	SPECTACLE	1944
AM-257	LANCE <sup>44</sup>	1943	AM-306	SPECTOR	1944
AM-258	LOGIC <sup>44</sup>	1943	AM-307	STAUNCH	1944
AM-259	LUCID <sup>44</sup>	1943	AM-308	STRATEGY	1944
AM-260	MAGNET <sup>44</sup>	1944	AM-309	STRENGTH	1945
AM-261	MAINSTAY	1944	AM-310	SUCCESS	1945
AM-262	MARVEL <sup>43</sup>	1944	AM-311	SUPERIOR	1945

Ten sisters were transferred to Russia before commissioning.

<sup>43</sup> Transferred to U.S.S.R. under Lend-Lease.

<sup>44</sup> Transferred to China under Lend-Lease.

## AMc Coastal Minesweepers

## Converted Vessels

165-270 tons; length 76'6"-136'; beam 19'4"-24'; draft 8'-11'; speed 8.5-14 kts.; armament 1-3"/50, 1-20mm., 2-.30cal. machine guns, or none; complement 15-47; diesel engine.

No.	Name	Comm.	No.	Name	Comm.
AMc-112	AFFRAY	1941	AMc-21	KILDEER <sup>45</sup>	1940
AMc-111	AGILE <sup>45</sup>	1941	AMc-56	KINGBIRD <sup>45</sup>	1940
AMc-23	BLUE JAY <sup>46</sup>	1941	AMc-10	†LONGSPUR	1941
AMc-7	*BUNTING	1941	AMc-2	†MAGPIE	1941
AMc-25	CANARY <sup>46</sup>	1941	AMc-203	MENDRICK	1944 <sup>48</sup>
AMc-16	†CHATTERER	1940	AMc-204	MINAH	1944 <sup>48</sup>
AMc-8	COCKATOO	1941	AMc-28	†MOCKINGBIRD	1941
AMc-14	CONDOR	1941	AMc-18	NIGHTINGALE <sup>47</sup>	1941
AMc-32	†COURSER	1941	AMc-149	NIGHTINGALE <sup>45</sup>	1942
AMc-9	CROSSBILL	1941	AMc-34	†PARRAKEET	1941
AMc-20	*CROW	1941	AMc-57	PHOEBE	1941
AMc-24	EGRET <sup>45</sup>	1941	AMc-17	†PINTAIL	1941
AMc-33	†FIRECREST	1941	AMc-1	†PIBIT	1941
AMc-22	FLAMINGO <sup>45</sup>	1941	AMc-3	†PLOVER	1941
AMc-27	†FRIGATE BIRD	1941	AMc-29	†PUFFIN	1941
AMc-19	†GROSBEAK	1940	AMc-30	REEDBIRD	1941
AMc-12	†GROUSE	1941	AMc-58	RHEA	1941
AMc-6	†HEATH HEN	1941	AMc-35	†ROAD RUNNER	1941
AMc-13	*HORNBILL	1941	AMc-59	RUFF	1941
AMc-26	†HUMMING BIRD	1941	AMc-11	†SANDERLING	1941
AMc-5	KESTREL <sup>45</sup>	1941	AMc-15	†WAXBILL	1940

AMc 203-204 converted from PCSs; others from commercial fishermen.

<sup>45</sup> Converted to unclassified vessel (IX).

<sup>46</sup> Converted to diving tender (YDT).

<sup>47</sup> Converted to patrol vessel (YP).

<sup>48</sup> Conversion date.

## ACCENTOR Class

185-205 tons; length 97'1"-98'5"; beam 21'-23'7"; draft 8'11"-10'8"; speed 10 kts.; armament 2-.50cal. machine guns; complement 17; diesel engine.

AMc-36	ACCENTOR	1941	AMc-67	BOLD	1942
AMc-61	ACME	1941	AMc-39	BRAMBLING	1941
AMc-62	ADAMANT	1941	AMc-68	BULWARK	1942
AMc-63	ADVANCE	1941	AMc-40	CARACARA	1941
AMc-64	AGGRESSOR	1941	AMc-41	CHACHALACA	1941
AMc-65	ASSERTIVE	1942	AMc-42	CHIMANGO	1941
AMc-66	AVENGE	1942	AMc-69	COMBAT	1942
AMc-38	BARBET	1941	AMc-70	CONQUEROR	1942
AMc-37	BATELEUR	1941	AMc-71	CONQUEST	1942

AM Minesweepers (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
AMc-43	COTINGA	1941	AMc-90	MERIT	1942
AMc-72	COURIER	1941	AMc-91	OBSERVER	1942
AMc-44	COURLAN	1941	AMc-51	OSTRICH	1941
AMc-73	DEFIANCE	1941	AMc-92	PARAMOUNT	1941
AMc-74	DEMAND	1941	AMc-93	PEERLESS	1942
AMc-75	DETECTOR	1941	AMc-94	PLUCK	1942
AMc-45	DEVELIN	1941	AMc-95	POSITIVE	1942
AMc-76	DOMINANT	1941	AMc-97	PRESTIGE	1941
AMc-77	ENDURANCE	1941	AMc-98	PROGRESS	1942
AMc-78	ENERGY <sup>49</sup>	1941	AMc-99	RADIANT	1942
AMc-79	EXULTANT <sup>49</sup>	1941	AMc-96	REAPER	1942
AMc-80	FEARLESS <sup>49</sup>	1942	AMc-100	RELIABLE	1941
AMc-81	FORTITUDE <sup>49</sup>	1942	AMc-101	ROCKET	1942
AMc-46	FULMAR	1941	AMc-52	ROLLER	1941
AMc-82	GOVERNOR	1942	AMc-102	ROYAL	1942
AMc-83	GUIDE	1942	AMc-103	SECURITY	1942
AMc-84	HEROIC	1942	AMc-53	SKIMMER	1941
AMc-85	IDEAL	1942	AMc-104	SKIPPER	1942
AMc-86	INDUSTRY	1942	AMc-105	STALWART <sup>50</sup>	1942
AMc-47	JACKAMAR	1941	AMc-106	SUMMIT <sup>50</sup>	1942
AMc-87	LIBERATOR <sup>50</sup>	1942	AMc-54	TAPACOLA	1941
AMc-48	LIMPKIN	1941	AMc-107	TRIDENT	1942
AMc-49	LORIKEET	1941	AMc-55	TURACO	1941
AMc-88	LOYALTY	1942	AMc-108	*VALOR	1942
AMc-50	MARABOUT	1941	AMc-109	VICTOR	1942
AMc-89	MEMORABLE	1942	AMc-110	VIGOR	1942

<sup>49</sup> Converted to diving tender (YDT).

<sup>50</sup> Converted to miscellaneous auxiliary (IX).

AMc(U) Underwater Locator Minesweepers

143-216 tons; length 119'1"-159'; beam 23'8"-32'8"; draft 3'9"-5'8"; speed 10-14 kts.; armament 2-20mm.; complement 21-41; diesel engines.

AMc(U) 1-11 Conv. 1945

AMc(U) 1-6 converted from LCT(6); others from LCI(L).

YMS Motor Minesweepers

207-215 tons; length 136'; beam 24'6"; draft 8'; speed 13 kts.; armanent 1-3"/50; complement 50; diesel engine.

YMS 1-136, 138-140, 143-147, 151, 158-160, 163-166, 169-170, 176-180, 183, 185-186, 191-193, 195-201, 207-208, 215-216, 218-220, 222, 224, 226-228, 231, 235, 237-239, 241-243, 245, 247-251, 259-260, 262-263, 265-276, 281, 283, 285-348, 350-449, 453-473, 475, 477-479, 481

Placed in service 1942-5.



## 8. PATROL CRAFT

## PG Gunboats

990-2000 tons; length 200'5"-328'6"; beam 35'-41'3"; draft 12'1"-14'10"; speed 11-20 kts.; 4-6"/47, 1-5"/38 2-4"/50 1-3"/23, or 1-2 4"/50 1-4 3"/50; complement 180-292; turbines or reciprocating engine.

No.	Name	Comm.	No.	Name	Comm.
PG-21	*ASHEVILLE	1920	PG-18	PADUCAH	1905
PG-51	CHARLESTON	1936	PG-19	SACRAMENTO	1914
PG-17	DUBUQUE	1905	PG-22	TULSA <sup>51</sup>	1923
PG-50	*ERIE	1936			

PG 17-18 served as training vessels.

<sup>51</sup> Renamed TACLOBAN 27 Nov. 1944.

## Converted Yachts

1420-3060 tons; length 226'-333'; beam 34'1"-46'5"; draft 12'8"-18'6"; speed 14.5-16 kts.; armament 2-4"/50, 1-4"/50, 2-3"/50, or 1-4 3"/50; complement 107-135; diesel or reciprocating engines or turbines with electric drive.

PG-60	BEAUMONT	1942	PG-57	*PLYMOUTH	1942
PG-61	DAUNTLESS	1942	PG-54	*ST. AUGUSTINE	1940
PG-58	HILO <sup>52</sup>	1942	PG-59	SAN BERNARDINO	1942
PG-55	JAMESTOWN <sup>52</sup>	1941	PG-53	VIXEN	1941
PG-52	NIAGARA <sup>52</sup>	1941	PG-56	WILLIAMSBURG	1941
PG-72	NOURMAHAL <sup>53</sup>	1942			

<sup>52</sup> Converted to motor torpedo boat tender (AGP).

<sup>53</sup> Transferred to Coast Guard.

## TEMPTRESS (Corvette) Class

900-925 tons; length 205'-205'2"; beam 33'; draft 14'7"; speed 16.5 kts.; armament 1-4"/50 1-3"/50 or 2-3"/50; complement 87-90; reciprocating engine.

PG-86	ACTION	1942	PG-95	PERT	1943
PG-87	ALACRITY	1942	PG-96	PRUDENT	1943
PG-89	BRISK	1942	PG-67	READY	1942
PG-70	COURAGE	1942	PG-66	RESTLESS	1942
PG-69	FURY	1942	PG-65	SAUCY	1942
PG-92	HASTE	1943	PG-64	SPRY	1942
PG-68	IMPULSE	1942	PG-63	SURPRISE	1942
PG-93	INTENSITY	1943	PG-62	TEMPTRESS	1942
PG-94	MIGHT	1942	PG-71	TENACITY	1942

British and Canadian built Flower Class corvettes. PG 62-71 were formerly HMS *Veronica*, *Heliotrope*, *Hibiscus*, *Arabis*, *Periwinkle*, *Calendula*, *Begonia*, *Larkspur*, *Heartsease* and *Candytuft* respectively.

PF Frigates

1430-1445 tons; length 301'6"-303'11" beam 36'6"-37'6"; draft 13'8"; speed 20 kts.; armament 3-3"/50; complement 176-214; reciprocating engines.

No.	Name	Comm.	No.	Name	Comm.
PF-58	ABILENE	1944	PF-20	GULFPORT	1944
PF-7	ALBUQUERQUE <sup>54</sup>	1943	PF-30	HINGHAM	1944
PF-18	ALEXANDRIA	1945	PF-5	HOQUIAM <sup>54</sup>	1944
PF-52	ALLENTOWN <sup>54</sup>	1944	PF-19	HURON	1944
PF-15	ANNAPOLIS	1944	PF-45	HUTCHINSON	1944
PF-1	ASHEVILLE	1942	PF-17	KEY WEST	1944
PF-16	BANGOR	1944	PF-64	KNOXVILLE	1944
PF-55	BATH <sup>54</sup>	1944	PF-34	LONG BEACH <sup>54</sup>	1943
PF-21	BAYONNE <sup>54</sup>	1945	PF-93	LORAIN	1945
PF-59	BEAUFORT	1944	PF-53	MACHIAS <sup>54</sup>	1944
PF-35	BELFAST <sup>54</sup>	1943	PF-61	MANITOWOC	1944
PF-46	BISBEE <sup>54</sup>	1944	PF-94	MILLEDGEVILLE	1945
PF-10	BROWNSVILLE	1944	PF-63	MOBERLY	1944
PF-68	BRUNSWICK	1944	PF-24	MUSKEGON	1943
PF-51	BURLINGTON <sup>54</sup>	1944	PF-49	MUSKOOGEE <sup>54</sup>	1944
PF-50	CARSON CITY <sup>54</sup>	1944	PF-2	NATCHEZ	1942
PF-12	CASPER	1944	PF-71	NEW BEDFORD	1944
PF-60	CHARLOTTE	1944	PF-27	NEWPORT	1944
PF-25	CHARLOTTESVILLE <sup>54</sup>	1944	PF-39	OGDEN <sup>54</sup>	1943
PF-38	CORONADO <sup>54</sup>	1943	PF-43	ORANGE	1944
PF-44	CORPUS CHRISTI	1944	PF-99	ORLANDO	1944
PF-56	COVINGTON	1944	PF-6	PASCO <sup>54</sup>	1944
PF-69	DAVENPORT	1945	PF-67	PEORIA	1944
PF-33	DEARBORN	1944	PF-9	POCATELLO	1944
PF-41	EL PASO	1943	PF-26	POUGHKEEPSIE <sup>54</sup>	1944
PF-28	EMPORIA	1944	PF-13	PUEBLO	1944
PF-40	EUGENE	1944	PF-100	RACINE	1945
PF-70	EVANSVILLE	1944	PF-66	READING	1944
PF-8	EVERETT <sup>54</sup>	1944	PF-48	ROCKFORD <sup>54</sup>	1944
PF-102	FORSYTH	1945	PF-37	SAN PEDRO <sup>54</sup>	1943
PF-47	GALLUP <sup>54</sup>	1944	PF-54	SANDUSKY <sup>54</sup>	1944
PF-62	GLADWYNE	1944	PF-4	SAUSALITO <sup>54</sup>	1944
PF-36	GLENDALE <sup>54</sup>	1943	PF-57	SHEBOYGAN	1944
PF-22	GLOUCESTER <sup>54</sup>	1943	PF-23	SHREVEPORT	1944
PF-11	GRAND FORKS	1944	PF-3	TACOMA <sup>54</sup>	1943
PF-14	GRAND ISLAND	1944	PF-65	UNIONTOWN	1944
PF-31	GRAND RAPIDS	1944	PF-42	VAN BUREN	1943
PF-101	GREENSBORO	1945	PF-32	WOONSOCKET	1944
PF-29	GROTON	1944			

Served as PG 101-102, 111-179, 201-202, and 207-210 until PF classification established in 1945. PF 1-2 were Canadian built of the Royal Navy's "River" Class; the others, modified versions built in American yards by the Maritime Commission (S2-S2-AQ1 type). Twenty-one of the latter went to Britain under Lend-Lease.

<sup>54</sup> Transferred to U.S.S.R. under Lend-Lease.

## PR River Gunboats

370-560 tons; length 159'5"-210'9"; beam 27'1"-31'1"; draft 5'1"-5'7"; speed 14.5-16 kts.; armament 2-3"/23 or 2-3"/50; complement 60-80; reciprocating engines.

No.	Name	Comm.	No.	Name	Comm.
PR-7	*LUZON	1928	PR-4	TUTUILA <sup>55</sup>	1928
PR-8	*MINDANAO	1928	PR-3	*WAKE	1927
PR-6	*OAHU	1928			

<sup>55</sup> Transferred to China under Lend-Lease.

## PY Smaller Converted Yachts

499-1130 tons; length 170'-245'3"; beam 26'6"-34'; draft 10'4"-16'10"; speed 10-18 kts.; armament 1-2 3"/50; complement 47-127; geared turbines or diesel engine.

PY-24	ALMANDITE	1942	PY-17	JADE <sup>56</sup>	1941
PY-14	ARGUS	1941	PY-28	MARCASITE	1942
PY-22	AZURLITE	1942	PY-29	MIZPAH	1942
PY-23	BERYL	1942	PY-21	RUBY	1941
PY-19	CARNELIAN	1941	PY-13	SIREN	1941
PY-15	CORAL	1941	PY-32	SOUTHERN SEAS	1942
PY-25	CRYSTAL	1942	PY-12	SYLPH	1940
PY-26	*CYTHERA	1942	PY-20	TOURMALINE	1941
PY-31	CYTHERA	1942	PY-18	TURQUOISE <sup>56</sup>	1941
PY-27	GIRASOL	1942	PY-16	ZIRCON	1941
PY-10	ISABEL	1917			

<sup>56</sup> Transferred to Ecuador under Lend-Lease.

## PYc Coastal Yachts

75-640 tons; length 99'10"-195'1"; beam 16'-32'; draft 5'6"-14'3"; speed 8-18 kts.; armament 1-4"/50, 1-2 3"/23 or /50, or 1 6-pdr.; complement 24-59; diesel or reciprocating engine.

PYc-28	ABILITY	1942	PYc-1	EMERALD	1941
PYc-4	†AGATE	1941	PYc-35	FELICIA	1942
PYc-21	ALABASTER	1942	PYc-29	†GALLANT	1942
PYc-6	†AMBER	1941	PYc-15	GARNET	1942
PYc-3	AMETHYST	1941	PYc-46	†IMPETUOUS	1943 <sup>57</sup>
PYc-11	ANDRADITE	1942	PYc-24	IOLITE <sup>58</sup>	1942
PYc-7	AQUAMARINE	1941	PYc-41	IOLITE	1942
PYc-45	†BLACK DOUGLAS	1943 <sup>57</sup>	PYc-13	JASPER	1941
PYc-40	†CAPTOR	1942 <sup>57</sup>	PYc-20	JET	1942
PYc-38	CAROLITA	1942	PYc-31	†LASH	1942
PYc-16	CHALCEDONY	1942	PYc-42	LEADER	1942
PYc-27	COLLEEN	1942	PYc-39	MARNELL	1942
PYc-26	CYMOPHANE	1042	PYc-37	MENTOR	1942

<sup>57</sup> Date of conversion.

<sup>58</sup> Converted to patrol vessel (YP).

PYc Coastal Yachts (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
PYc-9	*MOONSTONE	1941	PYc-49	RETORT	1943 <sup>57</sup>
PYc-22	OLIVIN	1942	PYc-19	RHODOLITE	1941
PYc-5	ONYX	1941	PYc-2	SAPPHIRE	1940
PYc-8	OPAL <sup>59</sup>	1941	PYc-12	SARDONYX	1941
PYc-36	†PARAGON	1942	PYc-43	†SEA SCOUT	1943
PYc-47	†PATRIOT	1943 <sup>57</sup>	PYc-50	†STURDY	1943 <sup>57</sup>
PYc-18	PERIDOT	1942	PYc-10	TOPAZ	1941
PYc-44	PERSEVERANCE	1943	PYc-14	†TRUANT	1941
PYc-48	PERSISTENT	1943 <sup>57</sup>	PYc-30	VAGRANT	1941
PYc-25	PHENAKITE <sup>61</sup>	1942	PYc-51	†VALIANT	1943 <sup>57</sup>
PYc-17	PYROPE	1942	PYc-52	VENTURE	1943 <sup>57</sup>

PYc-40 converted from minesweeper; PYc-45 from an unclassified vessel; and PYc 46-52 from PCs.

<sup>57</sup> Date of conversion.

<sup>58</sup> Converted to patrol vessel (YP).

<sup>59</sup> Transferred to Ecuador under Lend-Lease.

PCE Patrol Craft, Escort

640 tons; length 184'; beam 33'1"; draft 9'5"; speed 15.5 kts.; armament 1-3"/50; complement 99; diesel engines.

PCE 842-860, 867-886, 891-900, 902-904      Comm. 1943-5

PCE 848-860 fitted as rescue vessels (PCER). Fifteen sisters went to Britain under Lend-Lease. PCE-878 converted to auxiliary minelayer (ACM) and PCE 876, 879, and 883 to degaussing vessels (YDG).

PE Eagle Boats

430 tons; length 200'9"; beam 25'9"; draft 13'6"; speed 18 kts.; armament 1-4"/50; complement 68.

PE 19, 32, 38, 48, \*56, 57      Comm. 1919

*Builders:* Ford Motor Co.

PCS Patrol Craft, Sweepers

251 tons; length 136'; beam 24'6"; draft 8'7"; speed 14 kts.; armament 1-3"/50; complement 57; diesel engine.

No.	Comm.
PCS 1376-1392, 1396-1397, 1399-1405, 1413-1414, 1417-1426,	1943-5
1429-1431, 1441-1442, 1444-1446, 1448-1452, 1455, 1457-1461,	
1464-1465	

PCS 1388, 1404, 1457, and 1458 converted to surveying vessels (AGS), and PCS 1464-1465 became coastal minesweepers (AMc).

**PGM Motor Gunboats**

95-280 tons; length 110'10"-173'8"; beam 17'-23'; draft 6'6"-10'10"; speed 17.5-20 kts.; armament 1-3"/23 or /50 1-60mm. mortar; complement 28-65; diesel engine.

PGM 1-14, 16-32      Conv. 1942-5

PGM 1-7 converted from SCs and others from PCs. PGM 7, 17 and 18 lost.

**PC Submarine Chasers (Steel Hull)****Converted Yachts**

35-140 tons; length 85'-120'; beam 15'-24'; draft 4'6"-11'6"; speed 10-17 kts.; armament 1-3"/23 or /50; complement 24; diesel or gasoline engines or turbines with electric drive.

PC 454-458, 460, 509-510, 826      Comm. 1940-1

PC-457 lost; PC 454-456, 458, 460, 509 reclassified coastal yachts (PYc); and PC-510 became a patrol vessel (YP).

**Experimental Vessels**

270-280 tons; length 169'7"-173'8"; beam 20'9"-22'7"; draft 6'6"-8'7"; speed 18.5-22.5 kts.; armament 2-3"/50; complement 65; diesel engines or geared turbines.

PC 451-452      Comm. 1940-3

PC-452 converted to unclassified vessel (IX).

**PC-461 Class**

280 tons; length 173'8"; beam 23'; draft 10'10"; speed 18 kts.; armament 1-2 3"/50; complement 65; diesel engines.

No.	Comm.
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PC 461-496, 542-627, 776-825, 1077-1087, 1119-1147, 1149, 1167-	1942-4
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1188, 1190-1247, 1251-1254, 1256-1265, 1546-1547, 1549, 1563-	
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1564, 1569	
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PC 469, 558, 1129, and 1260-1261 were war losses. PC-467 transferred to Norway under Lend-Lease; PC 471-475, 480-482, 542-543, 545, 550-551, 556-557, 559, 562, 591, 621, 625-627, 1226-1227, 1235 to France; PC 544, 546, 554, 561, 604-605, 607, 1236 to Brazil; PC-622 to Greece; PC-1234 to Uruguay. PC 468 and 1124 converted to unclassified vessels (IX) and PC-624 to water barge (YW).

**PC-1586 Class**

295 tons; length 173'8"; beam 23'; draft 11'7"; speed 18 kts.; armament 1-3"/50; complement 65; diesel engines.

PC 1586-1603      Conv. 1944

Converted from minesweepers.

**SC Submarine Chasers (Wooden Hull)****Old and Experimental Vessels**

75-95 tons; length 110'-111'5"; beam 13'6"-18'4"; draft 6'3"-6'5"; speed 15-17 kts.; armament 1-3"/23; complement 17-28; gasoline or diesel engines.

# SC Submarine Chasers (Wooden Hull) (*cont'd*)

No.	Comm.
SC 64, 102, †103, *185, 229, 231, 330, 412, 431, †432, 437, †440, 449-450, 453	1918-41

## SC-497 Class

95 tons; length 110'10"; beam 17'; draft 6'6"; speed 20 kts.; armament 1-40mm.; complement 40; diesel engines.

No.	Comm.
SC 497-508, 511-521, 523-541, 628-775, 977-1076, 1266-1287, 1289-1375, (1474-1493, (1496-1499, 1502-1508, 1510-1512, 1517	1942-4

SC 521, 694, 696, 700, 709, 740, 744, 751, 984, 1024, and 1067 were war losses. SC 644, 757, 1036, 1053, 1056, 1071, 1072, and 1366 were converted to motor gunboats (PGM) and SC-501 to unclassified vessel (IX). The following were transferred under Lend-Lease: to France, SC 497-498, 503, 506-508, 515-517, 519, 522, 524-526, 529-530, 532-535, 638-639, 649, 651, 655, 666, 690-693, 695, 697, 770-771, 977-979, 1029-1030, 1043-1044, 1331, 1335-1337, 1344-1346, and 1359; to U.S.S.R., SC 500, 537-538, 634, 643, 646-647, 657, 660-661, 663, 673-675, 685, 687, 713, 719-721, 752, 754, 756, 774, 986, 997, 1007, 1011, 1021, 1031, 1060, 1073-1076, 1283-1287, 1295, 1324, 1364-1365, 1475-1493, 1496-1499, 1502-1508, 1510-1512, 1517; and to Brazil, SC 762-767, 1289. One SC was transferred to Brazil without commissioning in the U.S.N.

## SC-1466 Class

76 tons; length 111'6"; beam 17'9"; draft 5'3"; speed 16 kts.; armament 1-40mm.; complement 28; gasoline engines.

SC 1466-1473	Comm. 1942
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Canadian-built units of the British "Fairmile" Class. SC 1466, 1469, and 1471 were transferred to Mexico under Lend-Lease and SC-1470 became an unclassified vessel (IX). SC-1067 was a war loss.

## 9. MOTOR TORPEDO BOATS

### PT Motor Torpedo Boats

#### Experimental Vessels

20-35 tons; length 54'-81'; beam 15'-20'; draft 4'; speed 40 kts.; armament 2-4 21" or 4-18" torpedo tubes; complement 10-11; gasoline engines.

PT 1-19, 69-70, 564 placed in service 1940-3.

PT 3-7, 9, 10-19 transferred to Britain; PT 1-2 reclassified small boats; and PT 9, 69, 70 were converted to patrol vessels (YP). Note that a replacement PT-6 was built in 1941.

#### PT-20 Class

35 tons; length 77'; beam 19'11"; draft, 5'6"; speed 40 kts.; armament 2-21" torpedo tubes; complement 12; gasoline engines.

PT 20-48, 59-68 placed in service 1941-2.

PT 22, 28, 31, 32 were war losses; PT 20, 21, 29, 30, 42, 62, 64, and 65 scrapped.

PT 23-27, 36, 38-40, 45-48, 59, 61, 66 reclassified small boats. Ten sisters were built for Britain.

*PT-71 ("Higgins") Class*

35 tons; length 78'; beam 20'8"; draft 5'3"; speed 40 kts.; armament 4-21" torpedoes; complement 17; gasoline engines.

PT 71-94, 197-254, 265-313, 450-485, 625-660 placed in service 1942-5.

PT 73, 77, 79, 200, 202, 218, 219, 239, 247, 251, 279, 283, 300, 301, and 311 were lost. PT 85-87, 89, 197, 265-276, 289-294 transferred to U.S.S.R.; and PT 88, 90-94, 198, 201, 203-217 to Britain.

*PT-95 ("Huckins") Class*

34 tons; length 78'; beam 19'5"; draft 5'; speed 41 kts.; armament 4-21" torpedoes; complement 12; gasoline engines.

PT 95-102, 255-264 placed in service 1942-3.

*PT-103 ("Elco") Class*

38 tons; length 80'; beam 20'8"; draft 5'; speed 41 kts.; armament 4-21" torpedoes; complement 17; gasoline engines.

PT 103-196, 314-367, 373-383, 486-563, 565-614, 731-760 placed in service 1942-5.

PT 107, 109-113, 117-119, 121, 123, 133, 135-136, 145, 147, 153, 158, 164-6, 172-173, 193, 337-339, 346-347, 353, 363, 493, 509, and 555 were war losses. PT 498-504, 506-508, 510-521, 552-554, 556, 560-563, and 731-760 went to Russia under Lend-Lease.

*PT-368 ("Vosper") Class*

33 tons; length 70'; beam 19'; draft 4'9"; speed 41 kts.; armament 2-21" torpedoes; complement 12; gasoline engines.

PT 368-371, 400-449, 661-718 placed in service 1943-5.

PT 368, 371 were war losses. PT 368-371 were transferred from the Netherlands while building. PT 400-449, 661-687 went to Russia under Lend-Lease. Duplicate the British Vosper boats. Sixteen sisters transferred to Britain under Lend-Lease.

*PTC Motor Boat Submarine Chasers*

25-27 tons; length 63'-70'; beam 15'3"-20'; draft 3'10"-4'; speed 30-40 kts.; armament 2-4 .50 cal. machine guns; complement 10-11; gasoline engines.

PTC 1-12, 37-66 placed in service 1941-4.

PTC 1-12 transferred to Britain and PTC 37-49, 54-66 to U.S.S.R. under Lend-Lease.

## 10. AUXILIARIES

*AB Crane Ship*

No.	Name	Conv.	Displ.
AB-1	CRANE SHIP NO. 1	1920	8275

Converted from battleship KEARSARGE, built 1900.



## AD Destroyer Tenders

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
AD-34	ALCOR	1944 <sup>60</sup>	8091	AD-21	MARKAB	1942 <sup>60</sup>	7919
AD-11	ALTAIR	1921	5910	AD-2	MELVILLE	1915	5078
AD-9	BLACK HAWK	1918	5690	AD-17	PIEDMONT	1944	8637
AD-10	†BRIDGEPORT	1917	7175	AD-15	PRAIRIE	1940	9201
AD-16	CASCADE	1943	9813	AD-13	RIGEL <sup>61</sup>	1922	5551
AD-12	DENEBOLA	1921	5628	AD-26	SHENANDOAH	1945	7664
AD-14	DIXIE	1940	9201	AD-18	SIERRA	1944	8637
AD-3	DOBBIN	1924	7938	AD-4	WHITNEY	1924	8042
AD-20	HAMUL	1942 <sup>60</sup>	8560	AD-19	YOSEMITE	1944	8637
AD-22	KLONDIKE	1945	8165				

AD 20-21 converted from cargo ships and AD-34 from a repair ship. AD-16 was a Maritime Commission C3-S1-N2 and AD 20-21, C3-Cargo.

<sup>60</sup> Conversion date.

<sup>61</sup> Converted to repair ship (AR).

## AE Ammunition Ships

AE-13	AKUTAN	1945	5450	AE-16	MOUNT KATMAI	1945	5450
AE-19	DIAMOND HEAD	1945	5450	AE-2	NITRO	1921	7040
AE-14	FIREDRAKE	1944	5626	AE-18	PARICUTIN	1945	5450
AE-17	*GREAT SITKIN	1945	5450	AE-1	PYRO	1920	7040
AE-3	LASSEN	1940	6350	AE-5	RAINIER	1941	6350
AE-8	MAUNA LOA	1943	5450	AE-10	SANGAY	1943	6246
AE-9	MAZAMA	1944	5450	AE-6	SHASTA	1943	6350
AE-4	MOUNT BAKER	1941	6350	AE-15	VESUVIUS	1944	5626
AE-11	*MOUNT HOOD	1944	5604	AE-12	WRANGELL	1944	5626

AE 3-6, 8-9, and 13 were converted from Maritime Commission C2-Cargo hulls; AE-10 was a C1-A; and AE 11-12, 14-19 were C2-S-AJ1 conversions.

## AF Store Ships

AF-30	ADRIA	1944	3139	AF-29	GRAFFIAS	1944	6313
AF-10	ALDEBARAN	1940	6051	AF-28	HYADES	1943	6313
AF-7	ARCTIC	1921	4997	AF-33	KARIN	1945	3139
AF-31	AREQUIPA	1945	3139	AF-34	KERSTIN	1945	3139
AF-22	ARIEL	1942	7058	AF-35	LATONA	1945	3139
AF-41	ATHANASIA	1945	3139	AF-44	LAURENTIA	1945	3139
AF-42	BONDIA	1945	3139	AF-36	LIOMA	1945	3139
AF-8	BOREAS	1940	4654	AF-45	LUCIDOR	1945	3139
AF-1	BRIDGE	1917	5207	AF-37	MALABAR	1945	3139
AF-18	CALAMARES	1943	7403	AF-21	MERAK	1942	7058
AF-32	CORDUBA	1944	3139	AF-38	MERAPI	1945	3139
AF-23	CYGNUS	1942	7170	AF-12	MIZAR	1942	7098
AF-24	DELPHINIUS	1942	6000	AF-26	OCTANS	1943	7298
AF-43	GORDONIA	1945	3139	AF-46	OCTAVIA	1945	3139

AF Store Ships (*cont'd*)

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
AF-39	PALISANA	1945	3139	AF-15	TALAMANCA	1942	7218
AF-16	PASTORES	1942	7657	AF-13	TARAZED	1941	7218
AF-11	POLARIS	1941	6398	AF-25	TAURUS	1942	6600
AF-20	*PONTIAC	1942	3081	AF-14	URANUS	1941	1432
AF-19	ROAMER	1942	1850	AF-47	VALENTINE	1945	3139
AF-40	SATURN	1945	5088	AF-9	YUKON	1921	4654

AF-40 converted from cargo ship. AF 10-11 were Maritime Commission C2-Cargo vessels; AF 28-29, C2-S-E1; and AF 30-39, 41-47, R1-M-AV3.

## AG Miscellaneous Auxiliaries

AG-34	ALCOR <sup>62</sup>	1941	8091	AG-75	CUTTYHUNK		
AG-49	ANACAPA	1942	7420		ISLAND	1944	5766
AG-67	ANTAEUS <sup>63</sup>	1943 <sup>64</sup>	5518	AG-26	CUYAHOGA <sup>67</sup>	1935	200
AG-10	ANTARES <sup>65</sup>	1922	4800	AG-91	DAHLGREN	1945 <sup>64</sup>	1190
AG-31	ARGONNE	1940 <sup>64</sup>	8400	AG-80	DU PONT	1944 <sup>64</sup>	1098
AG-76	AVERY ISLAND	1945	5766	AG-104	ELLIOT	1945 <sup>64</sup>	1090
AG-102	BABBITT	1945 <sup>64</sup>	1090	AG-115	ELLIS	1945 <sup>64</sup>	1090
AG-71	BAHAM	1944 <sup>64</sup>	5522	AG-85	FOX	1944 <sup>64</sup>	1190
AG-113	BARNEY	1945 <sup>64</sup>	1090	AG-12	GOLD STAR	1922	4679
AG-68	BASILAN	1944	5371	AG-111	HAMILTON	1945 <sup>64</sup>	1190
AG-29	BEAR	1941	1267	AG-1	†HANNIBAL	1898	2179
AG-73	BELLE ISLE	1944	5766	AG-84	HATFIELD	1944 <sup>64</sup>	1190
AG-66	BESBORO	1943	1716	AG-90	HENRY T.		
AG-114	BIDDLE	1945 <sup>64</sup>	1090		ALLEN	1945 <sup>64</sup>	12,400
AG-19	BOGGS	1945 <sup>64</sup>	1247	AG-105	HOGAN	1945 <sup>64</sup>	1060
AG-30	BOWDITCH <sup>66</sup>	1940	5405	AG-106	HOWARD	1945 <sup>64</sup>	1066
AG-112	BRECKINRIDGE	1945 <sup>64</sup>	1090	AG-77	INDIAN ISLAND	1945	5766
AG-96	BROOME	1945 <sup>64</sup>	1190	AG-81	J. FRED TALBOT	1944 <sup>64</sup>	1090
AG-86	BULMER	1944	1190	AG-33	KAULA	1941	1000
AG-69	BURIAS	1944	5371	AG-83	KENNISON	1944 <sup>64</sup>	1060
AG-35	CALYPSO <sup>67</sup>	1941	370	AG-78	KENT ISLAND	1945	5766
AG-42	CAMANGA	1942	2005	AG-50	†KOPARA	1942	334
AG-108	CHANDLER	1945 <sup>64</sup>	1090	AG-21	LAMBERTON	1945 <sup>64</sup>	1090
AG-74	COASTERS			AG-95	LITCHFIELD	1945 <sup>64</sup>	1190
	HARBOR	1944	5766	AG-118	MCCORMICK	1945 <sup>64</sup>	1190
AG-116	COLE	1945 <sup>64</sup>	1090	AG-87	MACLEISH	1945 <sup>64</sup>	1190

<sup>62</sup> Converted to repair ship (AR).

<sup>63</sup> Converted to hospital ship (AH).

<sup>64</sup> Conversion date.

<sup>65</sup> Converted to general store issue ship (AKS).

<sup>66</sup> Reclassified surveying ship (AGS).

<sup>67</sup> Transferred to Coast Guard.

AG Miscellaneous Auxiliaries (*cont'd*)

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
AG-43	MAJABA <sup>68</sup>	1942	1795	AG-79	SAN CLEMENTE	1944 <sup>64</sup>	8391
AG-44	MALANAO	1943	1077	AG-82	SCHENCK	1944 <sup>64</sup>	1090
AG-36	MANASQUAN <sup>67</sup>	1942	2580	AG-24	SEMMES	1935 <sup>64</sup>	1308
AG-47	MANHASSET <sup>67</sup>	1941	2900	AG-23	SEQUOIA	1933	103
AG-28	MANLEY <sup>69</sup>	1938 <sup>64</sup>	1020	AG-100	SICARD	1945 <sup>64</sup>	1190
AG-124	MAUMEE	1945 <sup>64</sup>	4990	AG-97	SIMPSON	1945 <sup>64</sup>	1190
AG-39	MENEMSHA <sup>67</sup>	1942	2580	AG-107	STANSBURY	1945 <sup>64</sup>	1060
AG-41	MIDWAY <sup>70</sup>	1942	1622	AG-32	SUMNER <sup>68</sup>	1940 <sup>64</sup>	3142
AG-40	MONOMOY <sup>67</sup>	1942	2580	AG-45	TAGANAK	1942	1560
AG-48	MUSKEGET <sup>67</sup>	1942	1800	AG-110	TREVER	1945 <sup>64</sup>	1190
AG-72	PARRIS ISLAND	1944	550	AG-46	TULURAN	1942	1470
AG-125	PATOKA	1945 <sup>64</sup>	5375	AG-103	UPSHUR	1945 <sup>64</sup>	1090
AG-25	POTOMAC	1936	401	AG-16	*UTAH	1931 <sup>64</sup>	23,033
AG-99	PREBLE	1945 <sup>64</sup>	1190	AG-117	WHIPPLE	1945 <sup>64</sup>	1190
AG-101	PRUITT	1945 <sup>64</sup>	1190	AG-17	WYOMING	1932 <sup>64</sup>	27,243
AG-98	RAMSAY	1945 <sup>64</sup>	1160	AG-109	ZANE	1945 <sup>64</sup>	1190
AG-27	*ROBERT L. BARNES	1918	1630	AG-70	ZANIAH	1945 <sup>64</sup>	4000

AG 16-17 converted from battleships; AG 19, 21, 104-106, 108-109, 111 from high-speed minesweepers; AG 24, 28, 80-87, 91, 95-97, 102-103, 107, 110, 112-118 from destroyers; AG 25-26, 35 from Coast Guard Cutters; AG 31-32, 67 from submarine tenders; AG 70-71 from cargo ships; AG-79 from seaplane tender; AG-90 from attack transport; AG 98-101 from fast minelayers; and AG 124-125 from oilers. AG 68-71, 73-78 were Maritime Commission EC2-S-C1 type and AG-72 converted from a PCE while building.

<sup>64</sup> Conversion date.

<sup>65</sup> Converted to general stores issue ship (AKS).

<sup>66</sup> Reclassified surveying ship (AGS).

<sup>67</sup> Transferred to Coast Guard.

<sup>68</sup> Reclassified unclassified vessel (IX).

<sup>69</sup> Reclassified high-speed transport (APD).

<sup>70</sup> Renamed PANAY 29 May 1943.

## AGC Amphibious Force Command Ships

AGC-15	ADIRONDACK	1945	7234	AGC-7	MOUNT		
AGC-4	ANCON	1943 <sup>71</sup>	9946		MCKINLEY	1944	7234
AGC-1	APPALACHIAN	1943	7431	AGC-8	MOUNT		
AGC-10	AUBURN	1944	7234		OLYMPUS	1944	7234
AGC-18	BISCAYNE	1943 <sup>71</sup>	1710	AGC-13	PANAMINT	1944	7234
AGC-2	BLUE RIDGE	1943	7431	AGC-3	ROCKY MOUNT	1943	7431
AGC-5	CATOCTIN	1943	7706	AGC-14	TETON	1944	7234
AGC-11	ELDORADO	1944	7234	AGC-9	WASATCH	1944	7234
AGC-12	ESTES	1944	7234				

AGC 1-3, 5 are Maritime Commission C2-S-B1 type and AGC 7-15 C2-S-AJ1. AGC-4 was converted from a transport and AGC-18 from a small seaplane tender.

<sup>71</sup> Conversion date.

**AGP Motor Torpedo Boat Tenders**

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
AGP-12	ACONTIUS	1944	5236	AGP-1	*NIAGARA	1943 <sup>71</sup>	1333
AGP-14	ALECTO	1945	2179	AGP-10	ORESTES	1944	2028
AGP-16	ANTIGONE	1944	2179	AGP-6	OYSTER BAY	1943	1760
AGP-17	BRONTES	1945	2179	AGP-20	PONTUS	1943 <sup>71</sup>	1490
AGP-15	CALLISTO	1944	2179	AGP-4	PORTUNUS	1943	2028
AGP-18	CHIRON	1945	2179	AGP-11	SILENUS	1944	2028
AGP-13	CYRENE	1944	5236	AGP-5	VARUNA	1943	2028
AGP-2	HILO	1943 <sup>71</sup>	1534	AGP-8	WACHA-		
AGP-3	JAMESTOWN	1943 <sup>71</sup>	1730		PREAGUE	1944	1760
AGP-7	MOBJACK	1943	1760	AGP-9	WILLOUGHBY	1944	1760

AGP 1-3 converted from gunboats and AGP-20 from a LST. AGP 4-5, 10-11, 14-18 converted from LSTs and AGP 6-9 from small seaplane tenders while building. AGP 12-13 were Maritime Commission C1-A type.

<sup>71</sup> Conversion date.

**AGS Surveying Ships**

AGS-9	ARMISTEAD			AGS-10	JOHN BLISH	1945 <sup>71</sup>	273
	RUST	1945 <sup>71</sup>	244	AGS-7	LITTLEHALES	1945 <sup>71</sup>	265
AGS-4	BOWDITCH	1943 <sup>71</sup>	5405	AGS-3	†OCEANOG-		
AGS-11	CHAUVENET	1945 <sup>71</sup>	252		RAPHER	1942	1252
AGS-6	DERICKSON	1944 <sup>71</sup>	244	AGS-1	PATHFINDER	1942	1422
AGS-8	DUTTON	1945 <sup>71</sup>	273	AGS-14	SIMON		
AGS-12	HARKNESS	1945 <sup>71</sup>	265		NEWCOMB	1945 <sup>71</sup>	265
AGS-2	HYDROGRAPHER	1942	907	AGS-5	SUMNER	1943 <sup>71</sup>	3142
AGS-13	JAMES M.						
	GILLIS	1945 <sup>71</sup>	265				

AGS 1-3 transferred from Coast and Geodetic Survey; AGS 4-5 reclassified from miscellaneous auxiliaries; and AGS 6-14 converted from PCs and YMSs.

<sup>71</sup> Conversion date.

**AH Hospital Ships**

AH-13	BENEVOLENCE	1945	11,141	AH-1	RELIEF	1920	7237
AH-9	BOUNTIFUL	1944 <sup>71</sup>	7297	AH-16	REPOSE	1945	11,141
AH-6	COMFORT	1944	6000	AH-18	RESCUE	1945 <sup>71</sup>	5518
AH-15	CONSOLATION	1945	11,141	AH-10	SAMARITAN	1944 <sup>71</sup>	8932
AH-12	HAVEN	1945	11,141	AH-17	SANCTUARY	1945	11,141
AH-7	HOPE	1944	6000	AH-5	SOLACE	1941	6237
AH-8	MERCY	1944	6000	AH-14	TRANQUILLITY	1945	11,141
AH-11	REFUGE	1944 <sup>71</sup>	10,911				

AH 9-11 converted from transports; AH-18 from submarine tender. AH 6-8 were Maritime Commission C1-B type and AH 12-18, C4-S-B2.

<sup>71</sup> Conversion date.

## AK Cargo Ships

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
AK-23	ALCHIBA <sup>73</sup>	1941	7293	AK-43	JUPITER <sup>80</sup>	1942	5594
AK-24	ALCYONE <sup>73</sup>	1941	7293	AK-236	LAKEWOOD		
AK-25	ALGORAB <sup>73</sup>	1941	7293		VICTORY	1944	4480
AK-26	ALHENA <sup>73</sup>	1941	7151	AK-229	LAS VEGAS		
AK-27	ALMAACK <sup>73</sup>	1942	7074		VICTORY	1944	4480
AK-47	AQUILA	1944	2054	AK-53	LIBRA <sup>73</sup>	1942	6973
AK-18	ARCTURUS <sup>73</sup>	1940	7476	AK-230	MANDERSON		
AK-51	ARIES	1942 <sup>72</sup>	1881		VICTORY	1944	4480
AK-44	†AROOSTOOK	1941 <sup>72</sup>	4200	AK-31	MARKAB <sup>78</sup>	1941	7919
AK-63	ASTERION <sup>74</sup>	1942	3628	AK-232	MAYFIELD		
AK-98	AURIGA	1943	5006		VICTORY	1944	4480
AK-231	BEDFORD			AK-42	MERCURY <sup>81</sup>	1942	5994
	VICTORY	1944	4480	AK-233	NEWCASTLE		
AK-20	BELLATRIX <sup>73</sup>	1942	5618		VICTORY	1944	4480
AK-28	BETELGEUSE <sup>73</sup>	1941	7476	AK-56	OBERON <sup>73</sup>	1942	7391
AK-227	BOULDER			AK-48	PEGASUS <sup>82</sup>	1941	1758
	VICTORY	1944	4480	AK-46	PLEIADES	1941	2874
AK-234	BUCYRUS			AK-19	PROCYON <sup>73</sup>	1941	8045
	VICTORY	1944	4480	AK-228	PROVO VICTORY	1944	4480
AK-13	CAPELLA	1921	4037	AK-235	RED OAK		
AK-29	DELTA <sup>75</sup>	1941	8975		VICTORY	1944	4480
AK-21	ELECTRA <sup>73</sup>	1942	5618	AK-14	REGULUS	1940	3590
AK-80	ENCELADUS	1943	1677	AK-49	SATURN <sup>83</sup>	1942	5088
AK-22	FOMALHAUT <sup>76</sup>	1942 <sup>72</sup>	4036	AK-15	SIRIUS	1922	4323
AK-52	GEMINI <sup>77</sup>	1942 <sup>72</sup>	1745	AK-16	SPICA	1940	3914
AK-30	HAMUL <sup>78</sup>	1941	8560	AK-55	TITANIA <sup>73</sup>	1942	7047
AK-41	HERCULES	1941	5920	AK-17	VEGA	1921	4323
AK-82	HYDRA <sup>79</sup>	1943	1677				

AK-22 converted from attack cargo ship, and AK-44 from minelayer. AK 18-19, 23-25, 28, 42-43 were Maritime Commission C2-Cargo type; AK 20-21, C2-T; AK-22, C1-A; AK-26, C2-S; AK 27 and 41, C3-E; AK 30-31, C3-Cargo; AK 53 and 55-56, C2-F; AK 80 and 82, N3-M-A1; AK-98, C1-B; AK 228-237, VC2-S-AP2 "Victory."

<sup>72</sup> Conversion date.

<sup>73</sup> Reclassified attack cargo ship (AKA).

<sup>74</sup> Transferred to Coast Guard.

<sup>75</sup> Converted to repair ship (AR).

<sup>76</sup> Reclassified attack cargo ship (AKA) 1943 but reverted to AK 1944.

<sup>77</sup> Converted to transport (AP).

<sup>78</sup> Converted to destroyer tender (AD).

<sup>79</sup> Transferred to Army.

<sup>80</sup> Converted to aviation supply ship (AVS).

<sup>81</sup> Converted to general stores issue ship (AKS).

<sup>82</sup> Converted to unclassified vessel (IX).

<sup>83</sup> Converted to store ship (AF).

AK Cargo Ships (*cont'd*): CRATER Class4023-4674 tons. Maritime Commission EC<sub>2</sub>-S-C<sub>1</sub> "Liberty" type.

No.	Name	Comm.	No.	Name	Comm.
AK-71	ADHARA	1942	AK-112	GRUMIUM <sup>86</sup>	1943
AK-90	ALBIREO	1943	AK-107	HYPERION	1943
AK-116	ALDERAMIN	1943	AK-221	KENMORE	1944 <sup>85</sup>
AK-109	ALIOTH <sup>86</sup>	1943	AK-128	LEONIS	1943
AK-114	ALKAID	1943	AK-125	LESUTH	1943
AK-110	ALKES	1943	AK-222	LIVINGSTON	1944 <sup>85</sup>
AK-225	ALLEGAN	1944	AK-100	LYNX	1943
AK-127	ALNITAH	1943	AK-101	LYRA	1943
AK-72	*ALUDRA	1942	AK-119	MATAR	1944
AK-226	APPANOOSE	1944	AK-126	MEGREZ	1943
AK-136	ARA	1944	AK-131	MELUCTA	1944
AK-73	ARIDED	1942	AK-123	MENKAR	1944
AK-130	ARKAB	1944	AK-94	MINTAKA	1943
AK-137	ASCELLA	1944	AK-95	MURZIM	1943
AK-124	AZIMECH	1944	AK-105	NAOS	1943
AK-122	BAHAM <sup>84</sup>	1944	AK-139	PAVO	1944
AK-99	BOOTES	1943	AK-129	PHOBOS	1944
AK-106	CAELUM	1943	AK-224	PRINCE GEORGES	1944 <sup>85</sup>
AK-74	CARINA	1942	AK-132	PROPOS	1944
AK-75	CASSIOPEIA	1942	AK-108	ROTANIN	1943
AK-76	CELENO	1943	AK-113	RUTILICUS	1943
AK-77	CETUS	1943	AK-121	SABIK	1943
AK-138	CHELEB	1944	AK-103	SCULPTOR	1943
AK-91	COR CAROLI	1943	AK-133	SEGINUS	1944
AK-70	CRATER	1942	AK-97	*SERPENS	1943
AK-115	CRUX	1944	AK-118	SHAULA	1943
AK-223	DE GRASSE	1944 <sup>85</sup>	AK-140	SITULA	1944
AK-78	*DEIMOS	1943	AK-96	STEROPE	1943
AK-79	DRACO	1943	AK-134	SYRMA	1944
AK-92	ERIDANUS	1943	AK-102	TRIANGULUM	1943
AK-93	ETAMIN <sup>86</sup>	1943	AK-135	VENUS	1944
AK-104	GANYMEDE	1943	AK-120	ZANIAH <sup>84</sup>	1943
AK-111	GIANSAR	1943	AK-117	ZAURAK	1944

<sup>84</sup> Converted to miscellaneous auxiliary (AG).<sup>85</sup> Date of conversion from transport.<sup>86</sup> Converted to unclassified vessel (IX).

## ALAMOSA Class

2382-3000 tons. Maritime Commission C<sub>1</sub>-M-AV<sub>1</sub> type.

AK-156	ALAMOSA	1944	AK-161	BEAVERHEAD	1945
AK-157	ALCONA	1944	AK-162	BELTRAMI	1945
AK-158	AMADOR	1944	AK-163	BLOUNT	1945
AK-159	ANTRIM	1944	AK-164	BREVARD	1945
AK-160	AUTAUGA	1944	AK-165	BULLOCK	1945

*ALAMOSA Class (cont'd)*

No.	Name	Comm.	No.	Name	Comm.
AK-166	CABELL	1945	AK-188	HERKIMER	1945
AK-167	CALEDONIA	1945	AK-189	HIDALGO	1945
AK-168	CHARLEVOIX	1945	AK-190	KENOSHA	1945
AK-169	CHATHAM	1945	AK-191	LEBANON	1945
AK-170	CHICOT	1945	AK-192	LEHIGH	1945
AK-171	CLAIBORNE	1945	AK-194	MARENGO	1945
AK-172	CLARION	1945	AK-195	MIDLAND	1945
AK-173	CODINGTON	1945	AK-197	MUSCATINE	1945
AK-174	COLQUITT	1945	AK-198	MUSKINGUM	1945
AK-175	CRAIGHEAD	1945	AK-200	PEMBINA	1945
AK-178	FAIRFIELD	1945	AK-205	POINSETT	1945
AK-179	FARIBAULT	1945	AK-206	PONTOTOC <sup>87</sup>	1945
AK-180	FENTRESS	1945	AK-207	RICHLAND	1945
AK-181	FLAGLER	1945	AK-208	ROCKDALE	1945
AK-182	GADSDEN	1945	AK-209	SCHUYLER	1945
AK-183	GLACIER	1945	AK-210	SCREVEN	1945
AK-184	GRAINGER	1945	AK-211	SEBASTIAN	1945
AK-186	HABERSHAM	1945	AK-213	SUSSEX	1945
AK-187	HENNEPIN	1945	AK-214	TARRANT	1945

<sup>87</sup> Converted to miscellaneous auxiliary (AG).

*AKA Attack Cargo Ships*

No.	Name	Reclass.	Displ.	No.	Name	Reclass.	Displ.
AKA-6	ALCHIBA	1943	7293	AKA-4	ELECTRA	1943	5618
AKA-7	ALCYONE	1943	7293	AKA-5	FOMAL-		
AKA-8	ALGORAB	1943	7293		HAUT <sup>88</sup>	1943	4036
AKA-9	ALHENA	1943	7151	AKA-12	LIBRA	1943	6973
AKA-10	ALMAACK	1943	7074	AKA-14	OBERON	1943	7391
AKA-1	ARCTURUS	1943	7476	AKA-2	PROCYON	1943	8045
AKA-3	BELLATRIX	1943	5618	AKA-13	TITANIA	1943	7047
AKA-11	BETELGEUSE	1943	7476				

Reclassified from cargo ships. AKA 1-2, 6-8, 11 were Maritime Commission C2-Cargo type; AKA 3-4, C2-T; AKA-5, C1-A; AKA-9, C2-S; and AKA-10, C3-E.

<sup>88</sup> Reclassified cargo ship (AK).

*ANDROMEDA Class*

6556-7132 tons. Maritime Commission C2-S-B1 type.

No.	Name	Comm.	No.	Name	Comm.
AKA-53	ACHERNAR	1944	AKA-56	ARNEB	1943
AKA-54	ALGOL	1944	AKA-57	CAPRICORNUS	1943
AKA-55	ALSHAIN	1944	AKA-17	CENTAURUS	1944
AKA-15	ANDROMEDA	1944	AKA-18	CEPHEUS	1944
AKA-16	AQUARIUS	1943	AKA-58	CHARA	1944



AKA Attack Cargo Ships: ANDROMEDA Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
AKA-59	DIPHDA	1944	AKA-63	THEENIM	1944
AKA-60	LEO	1944	AKA-19	THUBAN	1943
AKA-95	MARQUETTE	1945	AKA-88	UVALDE	1944
AKA-96	MATHEWS	1945	AKA-20	VIRGO	1943
AKA-97	MERRICK	1945	AKA-89	WARRICK	1944
AKA-98	MONTAGUE	1945	AKA-90	WHITESIDE	1944
AKA-61	MULIPHEN	1944	AKA-91	WHITLEY	1944
AKA-100	OGLETHORPE	1945	AKA-94	WINSTON	1945
AKA-99	ROLETTE	1945	AKA-92	WYANDOT	1944
AKA-62	SHELIAC	1944	AKA-93	YANCEY	1944

## ARTEMIS Class

4087 tons. Maritime Commission S4-SE2-BE1 type.

AKA-21	ARTEMIS	1944	AKA-37	ROXANE	1945
AKA-22	ATHENE	1944	AKA-38	SAPPHO	1945
AKA-23	AURELIA	1944	AKA-39	SARITA	1945
AKA-24	BIRGIT	1944	AKA-40	SCANIA	1945
AKA-25	CIRCE	1944	AKA-41	SELINUR	1945
AKA-26	CORVUS	1944	AKA-42	SIDONIA	1945
AKA-27	DEVOSA	1944	AKA-43	SIRONA	1945
AKA-28	HYDRUS	1944	AKA-44	SYLVANIA	1945
AKA-29	LACERTA	1944	AKA-45	TABORA	1945
AKA-30	LUMEN	1944	AKA-46	TROILUS	1945
AKA-31	MEDEA	1945	AKA-47	TURANDOT	1945
AKA-32	MELLENA	1945	AKA-48	VALERIA	1945
AKA-33	OSTARA	1945	AKA-49	VANADIS	1945
AKA-34	PAMINA	1945	AKA-50	VERITAS	1945
AKA-35	POLANA	1945	AKA-51	XENIA	1945
AKA-36	RENATE	1945	AKA-52	ZENOBIA	1945

## TOLLAND Class

6318-6456 tons. Maritime Commission C2-S-AJ3 type.

AKA-75	ALAMANCE	1944	AKA-68	STOKES	1944
AKA-72	CASWELL	1944	AKA-69	SUFFOLK	1944
AKA-87	DUPLIN	1945	AKA-70	TATE	1944
AKA-74	LENOIR	1944	AKA-71	TODD	1944
AKA-73	NEW HANOVER	1944	AKA-64	TOLLAND	1944
AKA-101	OTTAWA	1945	AKA-76	TORRANCE	1944
AKA-102	PRENTISS	1945	AKA-77	TOWNER	1944
AKA-103	RANKIN	1945	AKA-78	TREGO	1944
AKA-104	SEMINOLE	1945	AKA-79	TROUSDALE	1944
AKA-65	SHOSHONE	1944	AKA-80	TYRRELL	1944
AKA-105	SKAGIT	1945	AKA-106	UNION	1945
AKA-66	SOUTHAMPTON	1944	AKA-81	VALENCIA	1944
AKA-67	STARR	1944	AKA-82	VENANGO	1944

AKA Attack Cargo Ships (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
AKA-107	VERMILION	1945	AKA-84	WAUKESHA	1944
AKA-83	VINTON	1944	AKA-85	WHEATLAND	1944
AKA-108	WASHBURN	1945	AKA-86	WOODFORD	1944

## AKN Net Cargo Ships

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
AKN-1	INDUS	1944	4023	AKN-3	TUSCANA	1944	4023
AKN-4	KEOKUK	1943 <sup>89</sup>	3582	AKN-5	ZEBRA	1944	4023
AKN-2	SAGITTARIUS	1944	4023				

AKN-4 converted from minelayer; others were Maritime Commission EC2-S-C1 "Liberty" conversions.

<sup>89</sup> Conversion date.

## AKS General Stores Issue Ships

AKS-5	ACUBENS	1944	5244	AKS-6	KOCHAB	1944	4852
AKS-3	ANTARES	1940 <sup>89</sup>	4800	AKS-15	LIGURIA	1944	4852
AKS-1	CASTOR	1941	6365	AKS-7	LUNA	1944	4852
AKS-10	CYBELE	1944	4818	AKS-20	MERCURY	1945 <sup>89</sup>	5994
AKS-11	GRATIA	1944	4852	AKS-2	*POLLUX	1941	6365
AKS-12	HECUBA	1945	4852	AKS-4	POLLUX	1944	6345
AKS-13	HESPERIA	1945	4852	AKS-8	TALITA	1944	4852
AKS-14	IOLANDA	1944	5055	AKS-9	VOLANS	1944	4852

AKS-3 converted from miscellaneous auxiliary; AKS-20 from cargo ship. AKS 1-2 and 20 were Maritime Commission C2-Cargo type; AKS-4, a C2-F; and AKS 5-15 were EC2-S-C1 "Liberties."

<sup>89</sup> Conversion date.

## AN Net-Laying Ships

AN-58	ABELE	1944	1175	AN-61	CHINABERRY	1944	1175
AN-38	*ALIANTHUS	1944	1100	AN-17	CHINQUAPIN	1941	560
AN-6	ALOE	1941	560	AN-12	CINCHONA	1941	560
AN-40	ANAQUA	1944	1100	AN-50	CINNAMON	1944	1225
AN-7	ASH	1941	560	AN-42	CLIFFROSE	1944	1100
AN-41	BARETTA	1944	1100	AN-78	COHOES	1945	650
AN-39	BITTERBUSH	1944	1100	AN-44	CORKWOOD	1944	1100
AN-8	BOXWOOD	1941	560	AN-45	CORNEL	1944	1100
AN-13	BUCKEYE	1941	560	AN-15	EBONY	1941	560
AN-14	BUCKTHORNE	1941	560	AN-20	ELDER	1941	560
AN-9	BUTTERNUT	1941	560	AN-79	ETLAH	1945	650
AN-47	CANOTIA	1944	1100	AN-16	EUCALYPTUS	1941	560
AN-10	CATALPA	1941	560	AN-18	GUM TREE	1941	560
AN-60	CATCLAW	1944	1175	AN-25	HACKBERRY <sup>90</sup>	1941	560
AN-11	CHESTNUT	1941	560	AN-29	HAZEL	1941	560

<sup>90</sup> Transferred to France under Lend-Lease.

AN Net-Laying Ships (*cont'd*)

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
AN-19	HOLLY	1941	560	AN-30	REDWOOD	1941	560
AN-62	HOPTREE	1944	1175	AN-31	ROSEWOOD	1941	560
AN-5	KEOKUK <sup>91</sup>	1942	3582	AN-32	SANDALWOOD	1941	560
AN-48	LANCEWOOD	1943	1225	AN-43	SATINLEAF	1944	1100
AN-21	LARCH	1941	560	AN-88	SHAKAMAXON	1945	650
AN-22	LOCUST	1941	560	AN-67	SHELLBARK	1944	1175
AN-23	MAHOGANY	1941	560	AN-51	SILVERBELL	1944	1225
AN-81	MANAYUNK	1945	650	AN-68	SILVERLEAF	1944	1175
AN-54	MANCHINEEL	1944	1225	AN-52	SNOWBELL	1944	1225
AN-24	MANGO	1941	560	AN-53	SPICEWOOD	1944	1225
AN-82	MARIETTA	1945	650	AN-69	STAGBUSH	1944	1175
AN-46	MASTIC	1944	1100	AN-80	SUNCOOK	1945	650
AN-26	MIMOSA <sup>90</sup>	1941	560	AN-34	TEABERRY	1942	560
AN-27	MULBERRY	1941	560	AN-35	TEAK	1942	560
AN-83	NAHANT	1945	650	AN-59	TEREBINTH	1943	1196
AN-84	NAUBUC	1944	650	AN-89	TONAWANDA	1945	650
AN-33	NUTMEG	1941	560	AN-55	TORCHWOOD	1944	1225
AN-85	ONEOTA	1945	650	AN-90	TUNXIS	1945	650
AN-28	PALM	1941	560	AN-57	VIBURNUM	1944	1175
AN-49	PAPAYA	1943	1225	AN-91	WAXSAW	1945	650
AN-86	PASSACONAWAY	1945	650	AN-63	WHITEWOOD	1944	1118
AN-87	PASSAIC	1945	650	AN-56	WINTERBERRY	1944	1225
AN-36	PEPPERWOOD <sup>90</sup>	1942	560	AN-92	YAZOO	1945	650
AN-66	PINON	1944	1108	AN-37	YEW <sup>90</sup>	1942	560

<sup>90</sup> Transferred to France under Lend-Lease.

<sup>91</sup> Converted to minelayer (CM).

## AO Oilers

AO-97	ALLAGASH	1945	5730	AO-30	CHEMUNG	1941	7256
AO-94	ANACOSTIA	1945	5730	AO-31	CHENANGO <sup>93</sup>	1941	7256
AO-51	ASHTABULA	1943	7236	AO-78	CHEPACHET	1943	5730
AO-66	ATASCOSA	1942	6043	AO-34	CHICOPEE	1942	5375
AO-56	AUCILLA	1943	7236	AO-54	CHIKASKIA	1943	7236
AO-45	BIG HORN <sup>92</sup>	1942	4150	AO-63	CHIPOLA	1944	7236
AO-4	BRAZOS	1919	5723	AO-68	CHIWAWA	1942	5650
AO-52	CACAPON	1943	7236	AO-22	CIMARRON	1939	7256
AO-67	CACHE	1942	5730	AO-101	COHOCTON	1945	5730
AO-82	CAHABA	1944	5730	AO-77	COSSATOT	1943	5730
AO-53	CALIENTE	1943	7236	AO-79	COWANESQUE	1943	5730
AO-95	CANEY	1945	5730	AO-3	CUYAMA	1917	5946

<sup>92</sup> Transferred to Coast Guard 1944; reacquired 1945 and converted to unclassified vessel (IX).

<sup>93</sup> Converted to escort aircraft carrier (AVG).

AO Oilers (*cont'd*)

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
AO-55	ELOKOMIN	1943	7236	AO-9	PATOKA <sup>94</sup>	1919	5375
AO-69	ENOREE	1943	5708	AO-44	PATUXENT	1942	6258
AO-70	ESCALANTE	1943	5630	AO-6	*PECOS	1921	5000
AO-80	ESCAMBIA	1943	5730	AO-65	PECOS	1942	5730
AO-32	GUADALUPE	1941	7256	AO-24	PLATTE	1939	7256
AO-35	HOUSATONIC	1942	5375	AO-86	PONAGANSET	1944	5730
AO-1	*KANAWHA	1915	5950	AO-12	RAMAPO	1919	5422
AO-39	KANKAKEE	1942	6013	AO-18	RAPIDAN	1922	5422
AO-27	KASKASKIA	1940	7256	AO-25	SABINE	1940	7256
AO-15	KAWEAH <sup>94</sup>	1921	5450	AO-26	SALAMONIE	1941	7256
AO-81	KENNEBAGO	1943	5730	AO-19	SALINAS	1921	5422
AO-36	KENNEBEC	1942	6013	AO-28	SANGAMON <sup>93</sup>	1940	7256
AO-40	LACKAWANNA	1942	5580	AO-29	SANTEE <sup>93</sup>	1940	7256
AO-16	LARAMIE	1921	5450	AO-11	SAPELO	1920	5422
AO-58	MANATEE	1944	7236	AO-74	SARANAC	1943	5730
AO-57	MARIAS	1944	7236	AO-75	SAUGATUCK	1943	5730
AO-83	MASCOMA	1944	5730	AO-76	SCHUYLKILL	1943	5730
AO-41	MATTAPONI	1942	5882	AO-87	SEBEC	1944	5730
AO-17	MATTOLE	1940	5450	AO-20	SEPULGA	1922	5422
AO-2	MAUMEE <sup>94</sup>	1915	4990	AO-61	SEVERN	1944	7236
AO-40	MERRIMACK	1942	6013	AO-90	SHIKEL-		
AO-73	MILLICOMA	1943	5730		LAMY <sup>96</sup>	1943	3200
AO-59	*MISSIS-			AO-93	SOUBARISSEN	1945	5730
	SINEWA	1943	7190	AO-49	SUAMICO	1942	5730
AO-42	MONONGA-			AO-33	SUWANNEE <sup>93</sup>	1941	7256
	HELA	1942	5882	AO-50	TALLULAH	1942	5730
AO-60	NANTAHALA	1944	7236	AO-62	TALUGA	1944	7236
AO-5	*NECHES	1920	5723	AO-96	TAMALPAIS	1945	5730
AO-47	NECHES	1942	5882	AO-43	TAPPAHAN-		
AO-23	*NEOSHO	1941	6521		NOCK	1942	5882
AO-48	NEOSHO	1942	5580	AO-21	TIPPECANOE	1922	5422
AO-71	NESHANIC	1943	5630	AO-64	TOLOVANA	1945	7236
AO-72	NIOBRARA	1943	5708	AO-88	TOMAHAWK	1944	5730
AO-84	OKLAWAHA	1943	5730	AO-13	TRINITY	1920	5263
AO-85	PAMANSET	1943	5730	AO-46	VICTORIA	1942	4650
AO-89	†PASIG	1943	9783 <sup>95</sup>	AO-38	WINOOSKI	1942	5580

AO 22-33, 51-64 and 97 were Maritime Commission MC-N or T3-S2-A1 type; AO 36-40, 48, and 68-72 were MC-SO or T3-S-A1 type; AO 41-44 and 47, MC-K; AO 49-50, 65, 67, and 73-79 were T2-SE-A1; and AO 80-88, 93-96, and 101, T2-SE-A2.

<sup>93</sup> Converted to escort aircraft carrier (AVG).

<sup>94</sup> Reclassified miscellaneous auxiliary (AG).

<sup>95</sup> Gross tonnage.

<sup>96</sup> Converted to gasoline tanker (AOG).

## AOG Gasolene Tankers

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
AOG-6	AGAWAM	1943	1783	AOG-54	NATCHAUG	1945	1764
AOG-23	AMMONUSUC	1944	845	AOG-10	NEMASKET	1944	1783
AOG-14	AROOSTOOK <sup>97</sup>	1943	1007	AOG-55	NESPELEN	1945	1764
AOG-25	CALAMUS	1944	845	AOG-33	OCHLOCKONEE	1944	846
AOG-48	CHEHALIS	1944	1764	AOG-34	OCONEE	1945	846
AOG-49	CHESTATEE	1944	1842	AOG-35	OGEECHIE	1944	846
AOG-50	CHEWAUCAN	1945	1764	AOG-36	ONTONAGON	1944	846
AOG-26	CHIWAKUM	1944	846	AOG-18	PASQUOTANK	1943	769
AOG-15	CONASAUGA <sup>97</sup>	1943	3100	AOG-1	PATAPSCO	1943	1841
AOG-62	CONEMAUGH	1945	850	AOG-38	PONCHATOULA	1944	846
AOG-7	ELKHORN	1944	1783	AOG-39	QUASTINET	1944	846
AOG-27	ESCATAWPA	1944	846	AOG-3	RIO GRANDE	1943	1841
AOG-8	GENESEE	1944	1783	AOG-40	SACANDAGA	1944	846
AOG-28	GUALALA	1944	846	AOG-19	SAKATONCHEE	1944	769
AOG-16	GUYANDOT <sup>97</sup>	1943	800	AOG-61	SAKONNET	1944	850
AOG-12	HALAWA	1942	1155	AOG-20	SEEKONK	1944	769
AOG-29	HIWASSEE	1944	846	AOG-21	SEQUATCHIE	1944	846
AOG-30	KALAMAZOO	1944	846	AOG-24	*SHEEPSHOT	1944	846
AOG-13	KALOLI	1942	1155	AOG-47	SHIKELLAMY	1943 <sup>98</sup>	3200
AOG-31	KANAWHA	1944	846	AOG-5	SUSQUE-		
AOG-2	KERN	1943	1842		HANNA	1943	1842
AOG-9	KISHWAUKEE	1944	1783	AOG-41	TETONKAHA	1944	846
AOG-63	KLASKANINE	1945	850	AOG-11	TOMBIGBEE	1944	1783
AOG-64	KLICKITAT	1945	1088	AOG-42	TOWALIGA	1944	846
AOG-60	MANOKIN	1944	850	AOG-43	TULAROSA	1945	846
AOG-51	MAQUOKETA	1945	1842	AOG-4	WABASH	1943	1842
AOG-52	MATTABESSET	1945	1842	AOG-44	WAKULLA	1945	846
AOG-17	METTAWEE	1943	769	AOG-46	WAUPACA	1945	846
AOG-65	MICHIGAMME	1945	1088	AOG-22	WAUTAUGA	1944	846
AOG-53	NAMAKAGON	1945	1764	AOG-45	YACONA	1945	846
AOG-66	NANTICOKE	1945	1088	AOG-37	YAHARA	1944	846
AOG-32	NARRAGUAGAS	1944	846				

AOG-47 was converted from an oiler. AOG 17-46 and 60-63 were Maritime Commission T1-M-A2 type while AOG 64-66 were T1-M-BT1.

<sup>97</sup> Transferred to France under Lend-Lease.

<sup>98</sup> Conversion date.

## AP Transports

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
AP-124	ADMIRAL C. F. HUGHES	1945	9679	AP-126	ADM. HUGH RODMAN	1945	9679
AP-123	ADM. E. W. EBERLE	1945	9679	AP-122	ADM. R. E. COONTZ	1944	9679
AP-125	ADM. H. T. MAYO	1945	9679	AP-121	ADM. W. L. CAPPS	1944	9679

AP Transports (*cont'd*)

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
AP-120	ADM. W. S. BENSON	1944	9679	AP-157	GEN. C. C. BALLOU	1945	9943
AP-35	AMERICAN LEGION <sup>99</sup>	1941	13,529	AP-138	GEN. C. G. MORTON	1944	9943
AP-66	ANCON <sup>100</sup>	1942	9946	AP-142	GEN. C. H. MUIR	1945	9943
AP-76	ANNE ARUNDEL	1942	7980	AP-156	GEN. D. W. AULTMAN	1945	9943
AP-174	ARLINGTON	1944	5668	AP-147	GEN. E. T. COLLINS	1944	9943
AP-55	ARTHUR MID- DLETON <sup>99</sup>	1942	10,812	AP-115	GEN. G. M. RANDALL	1944	11,828
AP-11	BARNETT <sup>99</sup>	1941	9432	AP-130	GEN. G. O. SQUIER	1943	9877
AP-65	CALVERT <sup>99</sup>	1942	8889	AP-143	GEN. H. B. FREEMAN	1945	9943
AP-172	CAPE JOHNSON	1944	5668	AP-144	GEN. H. F. HODGES	1945	9943
AP-58	CHARLES CARROLL <sup>99</sup>	1942	8889	AP-136	GEN. H. L. SCOTT	1944	10,034
AP-31	CHATEAU THIERRY <sup>101</sup>	1941	9306	AP-113	GEN. H. W. BUTNER	1943	11,828
AP-5	CHAUMONT <sup>102</sup>	1921	8932	AP-145	GEN. HARRY TAYLOR	1944	9943
AP-166	COMET	1944	7440	AP-176	GEN. J. C. BRECKIN- RIDGE	1945	11,828
AP-40	CRESCENT CITY <sup>99</sup>	1941	8429	AP-149	GEN. J. H. MCRAE	1944	9943
AP-164	DE GRASSE <sup>103</sup>	1943	4846	AP-132	GEN. J. R. BROOKE	1944	9877
AP-67	DOROTHEA L. DIX	1942	6888	AP-110	GEN. JOHN POPE	1944	10,704
AP-52	*EDWARD RUTLEDGE	1942	8355	AP-154	GEN. LE ROY ELTINGE	1945	9943
AP-69	ELIZABETH C. STANTON	1942	7980	AP-140	GEN. M. B. STEWART	1945	9943
AP-177	EUROPA	1945	43,407	AP-116	GEN. M. C. MEIGS	1944	10,786
AP-70	FLORENCE NIGHTINGALE	1942	7980				
AP-14	FULLER <sup>99</sup>	1940	8789				
AP-75	GEMINI	1942 <sup>104</sup>	1745				
AP-111	GEN. A. E. ANDERSON	1943	11,828				
AP-155	GEN. A. W. BREWSTER	1945	9943				
AP-141	GEN. A. W. GREELY	1945	9943				

<sup>99</sup> Converted to attack transport (APA).

<sup>100</sup> Converted to amphibious force command ship (AGC).

<sup>101</sup> Transferred to the Army.

<sup>102</sup> Converted to hospital ship (AH).

<sup>103</sup> Converted to cargo ship (AK).

<sup>104</sup> Transferred to Brazil under Lend-Lease.

AP Transports (*cont'd*)

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
AP-148	GEN. M. L. HERSEY	1944	9943	AP-105	GEORGE F. ELLIOT	1943	6590
AP-150	GEN. M. M. PATRICK	1944	9943	AP-169	GOLDEN CITY	1944	7440
AP-133	GEN. O. H. ERNST	1944	10,034	AP-8	HARRIS <sup>99</sup>	1941	13,529
AP-152	GEN. OMAR BUNDY	1945	9943	AP-17	HARRY LEE <sup>99</sup>	1940	9989
AP-139	GEN. R. E. CALLAN	1944	9943	AP-1	HENDERSON <sup>102</sup>	1917	7297
AP-134	GEN. R. L. HOWZE	1944	10,034	AP-30	HENRY T. ALLEN <sup>99</sup>	1941	12,400
AP-153	GEN. R. M. BLATCHFORD	1945	9943	AP-173	HERALD OF THE MORNING	1944	7440
AP-137	GEN. S. D. STURGIS	1944	10,034	AP-54	†HERMITAGE	1942	15,639
AP-131	GEN. T. H. BLISS	1944	9877	AP-12	HEYWOOD <sup>99</sup>	1941	8789
AP-112	GEN. W. A. MANN	1943	11,828	AP-43	*HUGH L. SCOTT	1942	12,400
AP-151	GEN. W. C. LANGFITT	1944	9943	AP-27	HUNTER LIGGETT <sup>99</sup>	1941	14,174
AP-146	GEN. W. F. HASE	1944	9943	AP-34	J. FRANKLIN BELL <sup>99</sup>	1941	13,529
AP-158	GEN. W. G. HAAN	1945	9943	AP-167	JOHN LAND	1944	7440
AP-117	GEN. W. H. GORDON	1944	10,786	AP-51	JOHN PENN <sup>99</sup>	1942	8659
AP-135	GEN. W. M. BLACK	1944	10,034	AP-50	*JOSEPH HEWES	1942	7300
AP-118	GEN. W. P. RICHARDSON	1944	10,786	AP-26	JOSEPH T. DICKMAN <sup>99</sup>	1941	13,484
AP-114	GEN. WILLIAM MITCHELL	1944	11,828	AP-62	KENMORE <sup>102</sup>	1942	10,911
AP-119	GEN. WILLIAM WEIGEL	1945	10,786	AP-162	KENMORE <sup>103</sup>	1943	4846
AP-57	GEORGE CLYMER <sup>99</sup>	1942	11,058	AP-28	KENT <sup>101</sup>	1941	5765
AP-13	*GEORGE F. ELLIOTT	1941	7431	AP-102	LA SALLE	1944	5933
				AP-73	*LEEDSTOWN	1942	9055
				AP-74	LE JEUNE	1942	12,225
				AP-25	LEONARD WOOD <sup>99</sup>	1941	13,529
				AP-163	LIVINGSTON <sup>103</sup>	1943	4846
				AP-71	LYON	1942	7741
				AP-10	MCCAWLEY <sup>99</sup>	1941	9304
				AP-64	MONROVIA <sup>99</sup>	1942	8889
				AP-61	MONTICELLO	1941	16,755
				AP-22	MOUNT VERNON	1941	22,559

<sup>99</sup> Converted to attack transport (APA).<sup>100</sup> Converted to amphibious force command ship (AGC).<sup>101</sup> Transferred to the Army.<sup>102</sup> Converted to hospital ship (AH).<sup>103</sup> Converted to cargo ship (AK).



AP Transports (*cont'd*)

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
AP-20	MUNARGO <sup>101</sup>	1941	18,895	AP-42	*TASKER H.		
AP-16	NEVILLE <sup>99</sup>	1940	8789		BLISS	1942	12,400
AP-24	ORIZABA <sup>104</sup>	1941	7078	AP-60	THOMAS		
AP-38	PRESIDENT				JEFFERSON <sup>99</sup>	1942	10,210
	ADAMS <sup>99</sup>	1941	10,210	AP-59	*THOMAS		
AP-39	PRES. HAYES <sup>99</sup>	1941	10,305		STONE	1942	8475
AP-37	PRES.			AP-77	THURSTON	1942	6932
	JACKSON <sup>99</sup>	1942	10,210	AP-29	U. S. GRANT	1941	10,352
AP-104	PRES. MONROE	1943	7792	AP-21	WAKEFIELD	1941	22,559
AP-103	PRES. POLK	1943	8422	AP-168	WAR HAWK	1944	7440
AP-165	PRINCE			AP-23	WEST POINT	1941	23,179
	GEORGE <sup>103</sup>	1943		AP-7	WHARTON	1939	12,998
AP-33	REPUBLIC <sup>101</sup>	1941	20,110	AP-15	WILLIAM P.		
AP-63	†ROCHAMBEAU	1942	10,748		BIDDLE <sup>99</sup>	1940	8789
AP-32	ST. MIHEIL <sup>101</sup>	1941	8213	AP-6	WILLIAM WARD		
AP-56	SAMUEL				BURROWS	1940	4751
	CHASE <sup>99</sup>	1942	10,812	AP-170	WINGED		
AP-175	STARLIGHT	1944	6363		ARROW	1944	7440
AP-171	STORM KING	1943	5343	AP-9	ZEILIN <sup>99</sup>	1941	13,529
AP-41	STRATFORD	1941	2632				
AP-72	*SUSAN B.						
	ANTHONY	1942	9055				

AP 37-39, 59-60, 103-104 were Maritime Commission C3-A type; AP 40, 58, 64-65, and 105, C3-Delta; AP 55-57, C3-P; AP-67 a C3-E; AP 69-71 and 76, C3-Cargo; AP-77 a C2-F; AP 102, 166, 168-170 were C2-S-B1; AP 110-119, P2-S2-R2; AP 120-126, P2-SE2-R1; AP 130-158, C4-S-A1; AP 162-165, EC2-S-C1 "Liberty"; AP 171 and 175, C2-S-AJ1; and AP 172 and 174, C1-B.

<sup>99</sup> Converted to attack transport (APA).

<sup>100</sup> Converted to amphibious force command ship (AGC).

<sup>101</sup> Transferred to the Army.

<sup>102</sup> Converted to hospital ship (AH).

<sup>103</sup> Converted to cargo ship (AK).

<sup>104</sup> Transferred to Brazil under Lend-Lease.

## APA Attack Transports

APA-91	ADAIR	1944	7970	APA-21	CRESCENT		
APA-17	AMERICAN				CITY	1943 <sup>105</sup>	8429
	LEGION	1943 <sup>105</sup>	13,529	APA-97	DAUPHIN	1944	7970
APA-25	ARTHUR MID-			APA-1	DOYEN	1943	4351
	DLETON	1943 <sup>106</sup>	10,812	APA-98	DUTCHESS	1944	7970
APA-5	BARNETT	1943 <sup>105</sup>	9432	APA-11	FELAND	1943	4351
APA-94	BAXTER	1943	8355	APA-89	FREDERICK		
APA-32	CALVERT	1943 <sup>105</sup>	8889		FUNSTON	1943	10,967
APA-28	CHARLES			APA-7	FULLER	1943 <sup>105</sup>	8789
	CARROLL	1943 <sup>105</sup>	8889				

<sup>105</sup> Conversion date.

<sup>106</sup> Converted to miscellaneous auxiliary (AG).

APA Attack Transports (*cont'd*)

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
APA-27	GEORGE			APA-49	ORMSBY	1943	7300
	CLYMER	1943 <sup>105</sup>	11,058	APA-50	PIERCE	1943	7300
APA-2	HARRIS	1943 <sup>105</sup>	13,529	APA-19	PRESIDENT		
APA-10	HARRY LEE	1943 <sup>105</sup>	9989		ADAMS	1943 <sup>105</sup>	10,210
APA-15	HENRY T.			APA-20	PRES. HAYES	1943 <sup>105</sup>	10,305
	ALLEN <sup>106</sup>	1943 <sup>105</sup>	12,400	APA-18	PRES.		
APA-6	HEYWOOD	1943 <sup>105</sup>	8789		JACKSON	1943 <sup>105</sup>	10,210
APA-14	HUNTER			APA-103	QUEENS	1944	7970
	LIGGETT	1943 <sup>105</sup>	14,174	APA-26	SAMUEL		
APA-16	J. FRANKLIN				CHASE	1943 <sup>105</sup>	10,812
	BELL	1943 <sup>105</sup>	13,529	APA-105	SHELBY	1945	7970
APA-90	JAMES			APA-51	SHERIDAN	1943	7300
	O'HARA	1943	10,967	APA-52	SUMTER	1943	8355
APA-23	*JOHN PENN	1943 <sup>105</sup>	8659	APA-30	THOMAS		
APA-13	JOSEPH T.				JEFFERSON	1943 <sup>105</sup>	10,210
	DICKMAN	1943 <sup>105</sup>	13,484	APA-53	WARREN	1943	8355
APA-56	LEEDSTOWN	1943	8276	APA-54	WAYNE	1943	8355
APA-12	LEONARD			APA-8	WILLIAM P.		
	WOOD	1943 <sup>105</sup>	13,529		BIDDLE	1943 <sup>105</sup>	8789
APA-4	*MCCAWLEY	1943 <sup>105</sup>	9304	APA-55	WINDSOR	1943 <sup>105</sup>	8276
APA-31	MONROVIA	1943 <sup>105</sup>	8889	APA-3	ZEILIN	1943 <sup>105</sup>	13,529
APA-9	NEVILLE	1943 <sup>105</sup>	8789				

APA 2-10, 12-21, 23, 25-28 reclassified from transports. APA 1 and 11 were Maritime Commission P1-S2-L2 type; APA 18-20 and 30 were C3-A; APA 21, 28 and 31-32, C3-Delta; APA 25-27, C3-P; APA 49-51, C2-S-B1; APA 52-54 and 94, C2-S-E1; APA 55-56, 91, 97-98, 103 and 105, C3-S-A3; and APA 89-90, C3-S1-A3.

<sup>105</sup> Conversion date.

<sup>106</sup> Converted to miscellaneous auxiliary (AG).

## BAYFIELD Class

7845-8593 tons. Maritime Commission C3-S-A2 type.

No.	Name	Comm.	No.	Name	Comm.
APA-92	ALPINE	1944	APA-41	DU PAGE	1943
APA-93	BARNSTABLE	1944	APA-42	ELMORE	1943
APA-33	BAYFIELD	1943	APA-43	FAYETTE	1943
APA-34	BOLIVAR	1943	APA-44	FREMONT	1943
APA-95	BURLEIGH	1944	APA-107	GOODHUE	1944
APA-35	CALLAWAY	1943	APA-108	GOSHEN	1944
APA-36	CAMBRIA	1943	APA-109	GRAFTON	1945
APA-37	CAVALIER	1943	APA-110	GRIGGS	1944
APA-96	CECIL	1944	APA-111	GRUNDY	1945
APA-38	CHILTON	1943	APA-112	GUILFORD	1945
APA-39	CLAY	1943	APA-114	HAMBLIN	1945
APA-40	CUSTER	1943	APA-115	HAMPTON	1945
APA-99	DADE	1944	APA-116	HANOVER	1945

APA Attack Transports (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
APA-106	HANSFORD	1944	APA-100	MENDOCINO	1944
APA-45	HENRICO	1943	APA-101	MONTOUR	1944
APA-46	KNOX	1943	APA-102	RIVERSIDE	1944
APA-47	LAMAR	1943	APA-113	SITKA	1945
APA-48	LEON	1943	APA-104	WESTMORELAND	1944

GILLIAM Class

4247 tons. Maritime Commission S4-SE2-BD1 type.

APA-58	APPLING	1944	APA-74	COLUSA	1944
APA-59	AUDRAIN	1944	APA-75	CORTLAND	1945
APA-60	BANNER	1944	APA-76	CRENSHAW	1945
APA-61	BARROW	1944	APA-77	CRITTENDON	1945
APA-62	BERRIEN	1944	APA-78	CULLMAN	1945
APA-63	BLADEN	1944	APA-79	DAWSON	1945
APA-64	BRACKEN	1944	APA-80	ELKHART	1945
APA-65	BRISCOE	1944	APA-81	FALLON	1945
APA-66	BRULE	1944	APA-82	FERGUS	1945
APA-67	BURLESON	1944	APA-83	FILLMORE	1945
APA-68	BUTTE	1944	APA-84	GARRARD	1945
APA-69	CARLISLE	1944	APA-85	GASCONADE	1945
APA-70	CARTERET	1944	APA-86	GENEVA	1945
APA-71	CATRON	1944	APA-57	GILLIAM	1944
APA-72	CLARENDON	1944	APA-87	NIAGARA	1945
APA-73	CLEBURNE	1944	APA-88	PRESIDIO	1945

HASKELL Class

6720-6873 tons. Maritime Commission VC2-S-AP5 "Victory" type.

APA-127	ALLENDALE	1944	APA-141	BUCKINGHAM	1945
APA-128	ARENAC	1944	APA-142	CLEARFIELD	1945
APA-130	ATTALA	1944	APA-143	CLERMONT	1945
APA-149	AUDUBON	1944	APA-144	CLINTON	1945
APA-131	BANDERA	1944	APA-145	COLBERT	1945
APA-132	BARNWELL	1945	APA-146	COLLINGSWORTH	1945
APA-133	BECKHAM	1944	APA-147	COTTLE	1944
APA-150	BERGEN	1944	APA-148	CROCKETT	1945
APA-225	BINGHAM	1944	APA-159	DARKE	1944
APA-134	BLAND	1944	APA-160	DEUEL	1944
APA-234	BOLLINGER	1944	APA-161	DICKENS	1944
APA-135	BOSQUE	1944	APA-162	DREW	1944
APA-136	BOTETOURT	1945	APA-163	EASTLAND	1944
APA-235	BOTTINEAU	1944	APA-164	EDGECOMBE	1944
APA-137	BOWIE	1944	APA-165	EFFINGHAM	1944
APA-138	BRAXTON	1944	APA-166	FOND DU LAC	1944
APA-139	BROADWATER	1945	APA-167	FREESTONE	1944
APA-236	BRONX	1945	APA-168	GAGE	1944
APA-140	BROOKINGS	1945	APA-169	GALLATIN	1944

APA Attack Transports: HASKELL Class (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
APA-170	GOSPER	1944	APA-212	MONTROSE	1944
APA-171	GRANVILLE	1944	APA-213	MOUNTRAIL	1944
APA-172	GRIMES	1944	APA-157	NAPA	1944
APA-117	HASKELL	1944	APA-214	NATRONA	1944
APA-118	HENDRY	1944	APA-215	NAVARRO	1944
APA-119	HIGHLANDS	1944	APA-216	NESHOBA	1944
APA-120	HINSDALE	1944	APA-217	NEW KENT	1944
APA-121	HOCKING	1944	APA-158	NEWBERRY	1944
APA-173	HYDE	1944	APA-218	NOBLE	1944
APA-174	JERAULD	1944	APA-187	OCONTO	1944
APA-175	KARNES	1944	APA-219	OKALOOSA	1944
APA-122	KENTON	1944	APA-200	OKANOGAN	1944
APA-176	KERSHAW	1944	APA-188	OLMSTED	1944
APA-177	KINGSBURY	1944	APA-221	ONEIDA	1944
APA-123	KITTSOON	1944	APA-189	OXFORD	1944
APA-124	LA GRANGE	1944	APA-222	PICKAWAY	1944
APA-178	LANDER	1944	APA-190	PICKENS	1944
APA-125	LANIER	1944	APA-223	PITT	1944
APA-151	LA PORTE	1944	APA-191	PONDERA	1944
APA-152	LATIMER	1944	APA-224	RANDALL	1944
APA-179	LAUDERDALE	1944	APA-226	RAWLINS	1944
APA-153	LAURENS	1944	APA-227	RENVILLE	1944
APA-180	LAVACA	1944	APA-228	ROCKBRIDGE	1944
APA-195	LENAWEE	1944	APA-229	ROCKINGHAM	1944
APA-196	LOGAN	1944	APA-230	ROCKWALL	1945
APA-154	LOWNDES	1944	APA-192	RUTLAND	1944
APA-197	LUBBOCK	1944	APA-231	ST. CROIX	1944
APA-155	LYCOMING	1944	APA-126	ST. MARY'S	1944
APA-198	MCCRACKEN	1944	APA-232	SAN SABA	1944
APA-199	MAGOFFIN	1944	APA-193	SANBORN	1944
APA-200	MARATHON	1944	APA-194	SANDOVAL	1944
APA-129	MARVIN MCINTYRE	1944	APA-204	SARASOTA	1944
APA-156	MELLETT	1944	APA-233	SEVIER	1944
APA-201	MENARD	1944	APA-205	SHELBURNE	1944
APA-202	MENIFEE	1944	APA-206	SIBLEY	1944
APA-203	MERIWETHER	1944	APA-208	TALLADEGA	1944
APA-207	MIFFLIN	1944	APA-209	TAZEWELL	1944
APA-211	MISSOULA	1944	APA-210	TELFAIR	1944

## APB Self-Propelled Barracks Ships

2189 tons. APB 41-50 converted from LSTs.

APB-49	ACCOMAC	1945 <sup>107</sup>	APB-46	DORCHESTER	1945
APB-50	CAMERON	1945 <sup>107</sup>	APB-47	KINGMAN	1945
APB-45	BLACKFORD	1945	APB-38	MARLBORO	1945

<sup>107</sup> Conversion date.

APB Self-Propelled Barracks Ship (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
APB-44	PRESQUE ISLE	1945 <sup>107</sup>	APB-42	YAVAPAI	1945 <sup>107</sup>
APB-48	VANDERBURG	1945	APB-43	YOLO	1945 <sup>107</sup>
APB-41	WYTHE	1945 <sup>107</sup>			

<sup>107</sup> Conversion date.

## APc Coastal Transports

147-186 tons. Twenty-four sisters went to Britain under Lend-Lease; six to Greece; and one to Ecuador.

APc 1-750, 86-96, 98, 101-103, 108-111      Comm. 1942-3

## APD High-Speed Transports

## Converted Destroyers

1020-1190 tons. APD-1 reclassified from miscellaneous auxiliary; APD 31-36 from seaplane tenders; and others from destroyers.

No.	Name	Conv.	No.	Name	Conv.
APD-29	*BARRY	1944	APD-15	KILTY <sup>108</sup>	1943
APD-34	BELKNAP	1944	APD-4	*LITTLE	1940
APD-10	BROOKS	1943	APD-5	*MCKEAN	1940
APD-31	CLEMSON <sup>108</sup>	1944	APD-1	MANLEY <sup>108</sup>	1940
APD-2	*COLHOUN	1940	APD-24	*NOA	1943
APD-17	CROSBY	1943	APD-35	OSMOND INGRAM	1944
APD-9	DENT	1942	APD-23	OVERTON	1943
APD-21	*DICKERSON	1943	APD-25	RATHBURNE <sup>108</sup>	1943
APD-33	GEORGE E. BADGER <sup>108</sup>	1944	APD-20	ROPER	1943
APD-11	GILMER	1943	APD-13	SANDS	1943
APD-32	GOLDSBOROUGH <sup>108</sup>	1944	APD-14	SCHLEY <sup>108</sup>	1942
APD-36	GREENE	1944	APD-6	STRINGHAM	1942
APD-3	*GREGORY	1940	APD-7	TALBOT <sup>108</sup>	1942
APD-22	HERBERT	1943	APD-19	TATTNALL	1943
APD-12	HUMPHREYS <sup>108</sup>	1942	APD-16	*WARD	1943
APD-18	KANE	1943	APD-8	WATERS <sup>108</sup>	1942

<sup>108</sup> Converted to destroyer.

## Converted Destroyer Escorts

1400-1450 tons. Converted from TE and TEV type destroyer escorts.

APD-46	AMESBURY	1945	APD-47	*BATES	1944
APD-97	ARTHUR L. BRISTOL	1945 <sup>109</sup>	APD-127	BEGOR	1945 <sup>109</sup>
APD-132	BALDUCK	1945 <sup>109</sup>	APD-109	BELET	1945 <sup>109</sup>
APD-57	BARBER	1944	APD-119	BEVERLY W. REID	1945 <sup>109</sup>
APD-39	BARR	1944	APD-48	BLESSMAN	1944
APD-73	BASSETT	1945 <sup>109</sup>	APD-40	BOWERS	1944

<sup>109</sup> Converted while building; commissioning date given.

High-Speed Transports: Converted Destroyer Escorts (*cont'd*)

No.	Name	Conv.	No.	Name	Conv.
APD-139	BRAY	1945	APD-90	KIRWIN	1945 <sup>109</sup>
APD-93	BROCK	1945 <sup>109</sup>	APD-134	KLEINSMITH	1945 <sup>109</sup>
APD-78	BULL	1944	APD-120	KLINE	1944 <sup>109</sup>
APD-79	BUNCH	1944	APD-101	KNUPSON	1944 <sup>109</sup>
APD-133	BURDO	1945 <sup>109</sup>	APD-55	LANING	1944
APD-65	BURKE	1945	APD-45	LEE FOX	1945
APD-136	CARPELLOTTI	1945 <sup>109</sup>	APD-60	LIDDLE	1944
APD-128	CAVALLARO	1945 <sup>109</sup>	APD-63	LLOYD	1944
APD-37	CHARLES LAWRENCE	1944	APD-56	LOY	1944
APD-54	CHASE	1944	APD-105	MYERS	1945 <sup>109</sup>
APD-62	COFER	1944	APD-59	NEWMAN	1944
APD-130	COOK	1945 <sup>109</sup>	APD-71	ODUM	1944 <sup>109</sup>
APD-88	CREAD	1945 <sup>109</sup>	APD-70	PAVLIC	1944 <sup>109</sup>
APD-87	CROSLEY	1944 <sup>109</sup>	APD-96	RAY K. EDWARDS	1945 <sup>109</sup>
APD-38	DANIEL T. GRIFFIN	1944	APD-121	RAYMON W. HERNDON	1944 <sup>109</sup>
APD-123	DIACHENKO	1944 <sup>109</sup>	APD-102	REDNOUR	1944 <sup>109</sup>
APD-118	DON O. WOODS	1945 <sup>109</sup>	APD-52	REEVES	1944
APD-129	DONALD W. WOLF	1945 <sup>109</sup>	APD-92	REGISTER	1945 <sup>109</sup>
APD-113	EARHART	1945 <sup>109</sup>	APD-100	RINGNESS	1944 <sup>109</sup>
APD-107	EARLE B. HALL	1945 <sup>109</sup>	APD-115	ROGERS BLOOD	1945 <sup>109</sup>
APD-41	ENGLAND	1945	APD-89	RUCHAMKIN	1945 <sup>109</sup>
APD-66	ENRIGHT	1945	APD-85	RUNELS	1945
APD-77	FRAMENT	1944	APD-76	SCHMITT	1945
APD-42	GANTNER	1945	APD-122	SCRIBNER	1944 <sup>109</sup>
APD-43	GEORGE W. INGRAM	1945	APD-50	SIMS	1944
APD-126	GOSSELIN	1944 <sup>109</sup>	APD-81	TATUM	1944
APD-84	HAINES	1944	APD-103	TOLLBERG	1945 <sup>109</sup>
APD-108	HARRY L. CORL	1945 <sup>109</sup>	APD-98	TRUXTUN	1945 <sup>109</sup>
APD-80	HAYTER	1945	APD-99	UPHAM	1945 <sup>109</sup>
APD-86	HOLLIS	1945	APD-111	WALSH	1945 <sup>109</sup>
APD-51	HOPPING	1944	APD-106	WALTER B. COBB	1945 <sup>109</sup>
APD-124	HORACE A. BASS	1944 <sup>109</sup>	APD-114	WALTER S. GORKA	1945 <sup>109</sup>
APD-53	HUBBARD	1945	APD-131	WALTER X. YOUNG	1945 <sup>109</sup>
APD-112	HUNTER MARSHALL	1945 <sup>109</sup>	APD-125	WANTUCK	1944 <sup>109</sup>
APD-44	IRA JEFFERY	1945	APD-75	WEBER	1944
APD-72	JACK C. ROBINSON	1945 <sup>109</sup>	APD-135	WEISS	1945 <sup>109</sup>
APD-74	JOHN P. GRAY	1945 <sup>109</sup>	APD-104	WILLIAM J. PATTISON	1945 <sup>109</sup>
APD-94	JOHN Q. ROBERTS	1945 <sup>109</sup>	APD-95	WILLIAM M. HOBBY	1945 <sup>109</sup>
APD-49	JOSEPH E. CAMPBELL	1944	APD-58	WITTER	1945
APD-117	JOSEPH M. AUMAN	1945 <sup>109</sup>	APD-69	YOKES	1944 <sup>109</sup>
APD-110	JULIUS A. RAVEN	1945 <sup>109</sup>			
APD-61	KEPHART	1944			
APD-91	KINZER	1944 <sup>109</sup>			

<sup>109</sup> Converted while building; commissioning date given.

### APH Evacuation Transports

7791 tons. Maritime Commission C2-S1-A1 type.

No.	Name	Comm.	No.	Name	Comm.
APH-2	PINKNEY	1942	APH-1	TRYON	1942
APH-3	RIXEY	1942			

### APL Barracks Ships

1300 tons. Non-self-propelled.

These were unofficially given names such as "Ritz Carlton," "Waldorf," etc.

APL 2-3, 8-15, 17-26, 28-34, 41-48, 53-58      Comm. 1944-5

### APM Mechanized Artillery Transport

No.	Name	Reclass.	Displ.
APM-9	LAKEHURST <sup>110</sup>	1942	7450

Reclassified from transport and aircraft ferry.

<sup>110</sup> Transferred to Army.

### APS Transport Submarine

No.	Name	Conv.	Displ.
APS-1	*ARGONAUT	1942	2710

Converted from minelaying submarine.

### APV Transports and Aircraft Ferries

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
APV-2	HAMMONDS- PORT	1941	6861	APV-1	KITTY HAWK	1941	6861
				APV-3	LAKEHURST	1942	7450

APV-3 converted to mechanized artillery transport (APM) in 1942; others reclassified cargo ships and aircraft ferries (AKV) in 1943.

### AR Repair Ships

AR-6	AJAX	1942	9140	AR-1	MEDUSA	1924	8855
AR-10	ALCOR <sup>111</sup>	1941 <sup>112</sup>	8091	AR-3	PROMETHEUS	1913 <sup>112</sup>	6266
AR-12	BRIAREUS	1943	8975	AR-11	RIGEL	1941 <sup>112</sup>	5551
AR-9	DELTA	1942 <sup>112</sup>	8975	AR-4	VESTAL	1913 <sup>112</sup>	6525
AR-21	DIONYSIS	1945	5801	AR-5	VULCAN	1941	9140
AR-7	HECTOR	1943	9140	AR-19	XANTHUS	1945	5801
AR-20	LAERTES	1945	5801				

AR 3-4 converted from colliers; AR-9 from cargo ship; AR-10 from miscellaneous auxiliary; and AR-11 from destroyer tender. AR 19-21 were originally intended for Britain under Lend-Lease. They are modified EC2-S-C1 "Liberties."

<sup>111</sup> Converted to destroyer tender (AD).

<sup>112</sup> Conversion date.



## ARB Battle-Damage Repair Ships

1781-2017 tons.

No.	Name	Comm.	No.	Name	Comm.
ARB-1	ARISTAEUS	1943	ARB-2	OCEANUS	1943
ARB-10	DEMETER	1945	ARB-3	PHAON	1943
ARB-11	DIOMEDES	1945	ARB-7	SARPEDON	1945
ARB-12	HELIOS	1945	ARB-8	TELAMON	1945
ARB-5	MIDAS	1944	ARB-9	ULYSSES	1944
ARB-6	NESTOR	1944	ARB-4	ZEUS	1943

Converted from LSTs while building.

## ARG Internal-Combustion-Engine Repair Ships

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
ARG-19	BEAVER	1945 <sup>112</sup>	4737	ARG-1	OGLALA	1943 <sup>112</sup>	3746
ARG-6	CEBU	1944	4621	ARG-20	OTUS	1945 <sup>112</sup>	5775
ARG-7	CULEBRA			ARG-5	OAHU	1944	4621
	ISLAND	1944	4621	ARG-10	PALAWAN	1944	5159
ARG-17	HOOPER			ARG-16	KERMIT		
	ISLAND	1945	5159		ROOSEVELT	1945	5159
ARG-8	LEYTE <sup>113</sup>	1944	4621	ARG-11	SAMAR	1945	5159
ARG-2	LUZON	1943	4621	ARG-4	TUTUILA	1944	4621
ARG-3	MINDANAO	1943	4621				
ARG-9	MONA						
	ISLAND	1944	4621				

ARG-1 converted from minelayer and ARG 19-20 from submarine tenders.  
 ARG 2-11 and 16-17 were Maritime Commission EC2-S-C1 "Liberty" type and  
 ARG-20 a C1-B.

<sup>112</sup> Conversion date.<sup>113</sup> Renamed MAUI 31 May 1945.

## ARH Heavy-Hull Repair Ship

No.	Name	Comm.	Displ.
ARH-1	JASON	1944	9140

Converted while building from repair ship.

## ARL Landing-Craft Repair Ships

ARL-1	ACHELOUS	1943	ARL-7	ATLAS	1943
ARL-41	ACHILLES	1944 <sup>114</sup>	ARL-31	BELLEROPHON	1945
ARL-4	ADONIS	1943	ARL-32	BELLONA	1945
ARL-3	AGENOR	1943	ARL-33	CHIMAERA	1945
ARL-29	AMPHITRITE	1945	ARL-10	CORONIS	1944
ARL-2	AMYCUS	1943	ARL-11	CREON	1944
ARL-30	ASKARI	1945	ARL-35	DAEDALUS	1945

<sup>114</sup> Conversion date.

ARL Landing-Craft Repair Ships (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
ARL-8	EGERIA	1943	ARL-20	PENTHEUS	1945
ARL-9	ENDYMION	1943 <sup>114</sup>	ARL-12	POSEIDON	1944
ARL-36	GORDIUS	1945	ARL-21	PROSPERINE	1945
ARL-37	INDRA	1945	ARL-39	QUIRINUS	1945
ARL-38	KRISHNA	1945	ARL-40	REMUS	1944 <sup>114</sup>
ARL-13	MENELAUS	1945	ARL-22	ROMULUS	1944
ARL-14	MINOS	1944	ARL-23	SATYR	1944
ARL-15	MINOTAUR	1944	ARL-24	SPHINX	1944
ARL-16	MYRMIDON	1944	ARL-26	STENTOR	1944
ARL-17	NUMITOR	1944	ARL-27	TANTALUS	1945
ARL-18	PANDEMUS	1944	ARL-28	TYPHON	1945
ARL-19	PATROCLUS	1944			

Except for ARL 9 and 41 (converted after building) all were converted from LSTs while building.

Two sisters transferred to Royal Navy under Lend-Lease.

<sup>114</sup> Conversion date.

## ARS Salvage Vessels

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
ARS-30	ACCELERATE	1945	400	ARS-31	HARJURAND	1942	625
ARS-13	ANCHOR	1943	1089	ARS-40	HOIST	1945	1441
ARS-38	BOLSTER	1945	1441	ARS-8	PRESERVER	1944	1504
ARS-32	BRANT	1942 <sup>114</sup>	855	ARS-14	PROTECTOR	1943	1232
ARS-19	CABLE	1944	1551	ARS-4	*REDWING	1941 <sup>114</sup>	980
ARS-20	CHAIN	1944	1478	ARS-18	*RESCUER	1942	500
ARS-33	CLAMP	1943	1504	ARS-17	RESTORER	1943	1232
ARS-39	CONSERVER	1945	1441	ARS-25	SAFEGUARD	1944	1478
ARS-2	CRUSADER	1941 <sup>114</sup>	980	ARS-26	SEIZE	1944	1342
ARS-21	CURB	1944	1342	ARS-9	SHACKLE	1944	1551
ARS-22	CURRENT	1944	1478	ARS-27	SNATCH	1944	1478
ARS-23	DELIVER	1944	1478	ARS-36	SWIVEL	1943	1232
ARS-3	DISCOVERER	1941 <sup>114</sup>	980	ARS-37	TACKLE <sup>115</sup>	1943	1250
ARS-5	DIVER	1943	1504	ARS-28	VALVE	1944	1232
ARS-6	ESCAPE	1943	1504	ARS-29	VENT	1944	1232
ARS-15	*EXTRACTOR	1944	1232	ARS-1	VIKING	1941 <sup>114</sup>	980
ARS-16	EXTRICATE	1943	1232	ARS-11	WARBLER	1941 <sup>114</sup>	980
ARS-34	GEAR	1943	1504	ARS-35	WEIGHT	1943	1232
ARS-7	GRAPPLE	1943	1504	ARS-12	WILLETT	1941 <sup>114</sup>	980
ARS-24	GRASP	1944	1478				

ARS 1-4 and 11-12 converted from minesweepers; ARS-32 from ocean tug.

<sup>114</sup> Conversion date.

<sup>115</sup> Converted to salvage craft tender — ARS(T).

**ARS(T) Salvage Craft Tenders**

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
ARS(T)-1	LAYSAN I.	1945	1949	ARS(T)-3	PALMYRA	1945	1949
ARS(T)-2	OKALA	1945	1949	ARS(T)-4	TACKLE	1945 <sup>116</sup>	1250

ARS(T) 1-3 converted while building from LSTs; ARS(T)-4 was an ex-ARS.

<sup>116</sup> Converted to miscellaneous auxiliary (AG).

**ARV Aircraft Repair Ships****ARV(A) Aircraft Repair Ships (Aircraft)****ARV(E) Aircraft Repair Ships (Engine)**

ARV(E)-3	AVENTINUS	1945	1753	ARV(A)-5	FABIUS	1945	1753
ARV(E)-4	CHLORIS	1945	1753	ARV(A)-6	MEGARA	1945	1753
ARV-1	CHOURRE	1944	6225	ARV-2	WEBSTER	1945	6225

The ARV(A)s and ARV(E)s were converted while building from LSTs while ARV 1-2 were Maritime Commission EC2-S-C1 "Liberty" type.

**AS Submarine Tenders**

AS-23	AEGIR	1944	7728	AS-22	EURYALE	1943	8282
AS-21	ANTAEUS <sup>116</sup>	1941	5518	AS-11	FULTON	1941	9734
AS-24	ANTHEDON	1944	7728	AS-13	GRIFFIN	1941	8613
AS-25	APOLLO	1944	7728	AS-3	HOLLAND	1926	8008
AS-10	ARGONNE <sup>116</sup>	1924 <sup>117</sup>	8400	AS-16	HOWARD W.		
AS-5	BEAVER <sup>118</sup>	1918	4737		GILMORE	1944	9734
AS-2	BUSHNELL <sup>116</sup>	1915	3142	AS-18	ORION	1943	9835
AS-15	BUSHNELL	1943	9734	AS-20	OTUS <sup>118</sup>	1941	5775
AS-6	CAMDEN <sup>119</sup>	1917	4218	AS-14	PELIAS	1941	8401
AS-9	*CANOPUS	1922	7750	AS-19	PROTEUS	1944	9835
AS-26	CLYTIE	1945	7728	AS-12	SPERRY	1942	9734

AS-10 converted from transport. AS 13-14 were Maritime Commission C3-Cargo type; AS-20 a C1-B; and AS 23-26, C3-S-A2.

<sup>116</sup> Converted to miscellaneous auxiliary (AG).

<sup>117</sup> Conversion date.

<sup>118</sup> Converted to internal combustion engine repair ship (ARG).

<sup>119</sup> Converted to unclassified vessel (IX).

**ASR Submarine Rescue Vessels**

ASR-7	CHANTICLEER	1942	1653	ASR-11	*MACAW	1943	1584
ASR-3	CHEWINK	1936 <sup>117</sup>	968	ASR-4	MALLARD	1936 <sup>117</sup>	968
ASR-8	COUCAL	1943	1653	ASR-5	ORTOLAN	1936 <sup>117</sup>	997
ASR-2	FALCON	1936 <sup>117</sup>	1051	ASR-12	PENGUIN	1945 <sup>117</sup>	1272
ASR-9	FLORIKAN	1943	1653	ASR-6	*PIGEON	1936 <sup>117</sup>	946
ASR-10	GREENLET	1943	1653	ASR-1	WIDGEON	1936 <sup>117</sup>	1013

ASR 1-6 converted from minesweepers and ASR-12 from an ocean tug.

<sup>117</sup> Conversion date.

### ATA Auxiliary Tugs

530-1166 tons. ATA 146, 170 and 172 reclassified from ATR 1944; ATA 173-213 while building. ATA 214-218 converted from net tenders while building. ATA-166 reclassified ocean tug, old (ATO) and ATA-167 returned to Maritime Commission in 1945.

ATA 121-125, 146, 166 (CHETCO), 167 (CHALOT), 170, 172-218 Comm. 1943-5

### ATF Ocean Tugs, Fleet

1190-1235 tons. Prior to 15 May 1944 classified as ocean tugs (AT).

No.	Name	Comm.	No.	Name	Comm.
ATF-96	ABNAKI	1943	ATF-105	MOCTABI	1944
ATF-148	ACHOMAWI	1944	ATF-106	MOLALA	1943
ATF-97	ALSEA	1943	ATF-87	MORENO	1942
ATF-67	APACHE	1942	ATF-158	MOSOPELEA	1945
ATF-68	ARAPAHO	1943	ATF-107	MUNSEE	1943
ATF-98	ARIKARA	1944	ATF-88	NARRAGANSETT	1943
ATF-149	ATAKAPA	1944	AT-89	*NAUSET	1943
ATF-150	AVOYEL	1945	AT-64	*NAVAJO	1940
ATF-81	BANNOCK	1943	ATF-157	NIPMUC	1945
ATF-152	CAHUILLA	1945	ATF-159	PAIUTE	1945
ATF-82	CARIB	1943	ATF-108	PAKANA	1943
ATF-151	CHAWASHA	1945	ATF-74	PAWNEE	1942
ATF-66	CHEROKEE	1940	ATF-90	PINTO	1943
ATF-99	CHETCO <sup>120</sup>	1944	ATF-109	POTAWATOMI	1944
ATF-83	CHICKASAW	1943	ATF-110	QUAPAW	1944
ATF-153	CHILULA	1945	ATF-111	SARSI	1944
ATF-154	CHIMARIKO	1945	AT-65	*SEMINOLE	1940
ATF-69	CHIPPEWA	1943	ATF-91	SENECA	1943
ATF-70	CHOCTAW	1943	ATF-112	SERRANO	1944
ATF-100	CHOWANOC	1944	ATF-75	SIOUX	1942
ATF-101	COCOPA	1944	ATF-113	TAKELMA	1944
ATF-84	CREE	1943	ATF-114	TAWAKONI	1944
ATF-155	CUSABO	1945	ATF-92	TAWASA	1943
ATF-102	HIDATSA	1944	ATF-93	TEKESTA	1943
ATF-103	HITCHITI	1944	ATF-115	TENINO	1944
ATF-71	HOPI	1943	ATF-116	TOLOWA	1944
ATF-104	JICARILLA	1944	ATF-76	UTE	1942
ATF-72	KIOWA	1943	ATF-117	WATEREE	1945
ATF-85	LIPAN	1943	ATF-118	WENATCHEE	1945
ATF-156	LUISENO	1945	ATF-94	YUMA	1943
ATF-86	MATACO	1943	ATF-95	ZUNI	1943
ATF-73	MENOMINEE	1942			

<sup>120</sup> Converted to submarine rescue vessel (ASR).

## ATO Ocean Tugs, Old

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
ATO-63	ACUSHNET	1936	604	ATO-136	ORIOLE	1942 <sup>122</sup>	864
ATO-34	ALGORMA	1920	778	ATO-137	OWL	1942 <sup>122</sup>	893
ATO-19	ALLEGHENY	1918	751	ATO-138	*PARTRIDGE	1942 <sup>122</sup>	730
ATO-21	BAGADUCE	1919	751	ATO-33	PINOLA	1920	871
AT-60	BAY			ATO-139	RAIL	1942 <sup>122</sup>	730
	SPRING <sup>121</sup>	1921	501	ATO-140	ROBIN	1942 <sup>122</sup>	730
ATO-131	BOBOLINK	1942 <sup>122</sup>	889	ATO-20	SAGAMORE	1918	749
AT-132	BRANT <sup>123</sup>	1942 <sup>122</sup>	855	ATO-30	SCIOTA	1919	803
ATO-166	CHETCO	1945 <sup>122</sup>	600	ATO-141	SEAGULL	1942 <sup>122</sup>	730
ATO-133	CORMORANT	1942 <sup>122</sup>	858	ATO-12	*SONOMA	1912	972
AT-147	†ESSELIN	1943	800	ATO-28	SUNNADIN	1919	773
AT-55	*GENESEE	1917	668	ATO-27	TATNUCK	1919	848
AT-134	*GREBE	1942 <sup>122</sup>	840	ATO-142	TERN	1942 <sup>122</sup>	730
ATO-37	IUKA	1920	746	ATO-143	TURKEY	1942 <sup>122</sup>	861
ATO-23	KALMIA	1919	775	AT-77	TUSCA-		
ATO-38	KEOSANQUA	1920	815		RORA <sup>124</sup>	1941	427
ATO-24	KEWAYDIN	1919	788	ATO-25	UMPQUA	1919	744
ATO-135	KINGFISHER	1942 <sup>122</sup>	822	ATO-58	UNDAUNTED	1918	625
ATO-168	LARK	1944 <sup>122</sup>	825	ATO-144	VIREO	1942 <sup>122</sup>	730
ATO-29	MAHOPAC	1919	785	ATO-26	WANDANK	1920	764
ATO-39	MONTCALM	1921	815	ATO-169	WHIPPOOR-		
AT-32	*NAPA	1919	757		WILL	1944 <sup>122</sup>	825
ATO-13	ONTARIO	1912	972	ATO-145	WOODCOCK	1942 <sup>122</sup>	862

Prior to 15 May 1944 classified as ocean tugs (AT). ATO 131-145 and 168-169 converted from minesweepers.

<sup>121</sup> Converted to gate vessel (YNg).

<sup>123</sup> Converted to salvage vessel (ARS).

<sup>122</sup> Conversion date.

<sup>124</sup> Reclassified harbor tug (YT).

## ATR Rescue Tugs

530-1025 tons. ATR-98 was a war loss and ATR 90, 97, and 99 were reclassified auxiliary tugs (ATA).

ATR 1-16, 21-40, 50-90, 97-99      Comm. 1943-5

## AV Seaplane Tenders

AV-5	ALBEMARLE	1940	8671	AV-3	*LANGLEY	1937	11,050
AV-10	CHANDELEUR	1942	9031	AV-11	NORTON		
AV-17	CUMBERLAND				SOUND	1945	9106
	SOUND	1944	8510	AV-12	PINE ISLAND	1945	9106
AV-7	CURRITUCK	1944	9106	AV-9	POCOMOKE	1941	7864
AV-4	CURTISS	1940	8671	AV-16	ST. GEORGE	1944	8510
AV-15	HAMLIN	1944	8510	AV-8	TANGIER	1941	7864
AV-14	KENNETH			AV-1	WRIGHT <sup>125</sup>	1921	8391
	WHITING	1944	8510				

AV 9-10 were Maritime Commission C3-Cargo type and AV-10 a C3-S1-B1 AV-3 converted from aircraft carrier.

<sup>125</sup> Converted to miscellaneous auxiliary (AG).

### AVC Catapult Lighter

2275 tons. Non-self-propelled.

AVC-1      Comm.    1941

### AVD Seaplane Tenders (Destroyer)

1190 tons. Converted from destroyers or small seaplane tenders.

No.	Name	Conv.	No.	Name	Conv.
AVD-10	BALLARD	1940	AVD-13	GREENE <sup>126</sup>	1941
AVD-8	BELKNAP <sup>126</sup>	1940	AVD-6	HULBERT <sup>127</sup>	1940
AVD-1	CHILDS	1940	AVD-9	OSMOND INGRAM <sup>126</sup>	1940
AVD-4	CLEMSON <sup>126</sup>	1940	AVD-14	MCFARLAND <sup>127</sup>	1940
AVD-3	GEORGE E. BADGER <sup>126</sup>	1940	AVD-7	WILLIAM B. PRESTON	1940
AVD-12	GILLIS	1940	AVD-11	THORNTON	1940
AVD-5	GOLDSBOROUGH <sup>126</sup>	1940	AVD-2	WILLIAMSON <sup>127</sup>	1940

<sup>126</sup> Converted to high-speed transport (APD).

<sup>127</sup> Converted to destroyer (DD).

AVG Escort Vessels (Aircraft). *See* CVE Escort Aircraft Carriers

### AVP Small Seaplane Tenders

No.	Name	Conv.	Displ.	No.	Name	Conv.	Displ.
AVP-4	AVOCET	1936	904	AVP-1	LAPWING	1936	888
AVP-14	CHILDS <sup>128</sup>	1938	1190	AVP-6	PELICAN	1936	825
AVP-17	CLEMSON <sup>128</sup>	1939	1190	AVP-9	SANDPIPER	1936	887
AVP-8	*GANNET	1936	900	AVP-7	SWAN	1936	860
AVP-16	GEORGE E. BADGER <sup>128</sup>	1938	1190	AVP-5	TEAL	1936	900
AVP-18	GOLDSBOR- OUGH <sup>128</sup>	1939	1190	AVP-3	THRUSH	1936	904
AVP-2	HERON	1936	872	AVP-20	WILLIAM B. PRESTON <sup>128</sup>	1939	1190
AVP-19	HULBERT <sup>128</sup>	1939	1190	AVP-15	WILLIAM- SON <sup>128</sup>	1938	1190

AVP 1-9 converted from minesweepers and AVP 14-20 from destroyers.

<sup>128</sup> Reclassified seaplane tender (destroyer) (AVD).

### BARNEGAT Class

1766 tons.

No.	Name	Comm.	No.	Name	Comm.
AVP-23	ABSECON	1943	AVP-24	CHINCOTEAGUE	1943
AVP-33	BARATARIA	1944	AVP-36	COOK INLET	1944
AVP-10	BARNEGAT	1941	AVP-25	COOS BAY	1943
AVP-34	BERING STRAIT	1944	AVP-37	CORSON	1944
AVP-11	BISCAYNE <sup>129</sup>	1941	AVP-38	DUXBURY BAY	1944
AVP-12	CASCO	1941	AVP-40	FLOYDS BAY	1945
AVP-35	CASTLE ROCK	1944	AVP-39	GARDINERS BAY	1945

<sup>129</sup> Converted to amphibious force flagship (AGC).

AVP Small Seaplane Tenders (*cont'd*)

No.	Name	Comm.	No.	Name	Comm.
AVP-41	GREENWICH BAY	1945	AVP-29	ROCKAWAY	1943
AVP-26	HALF MOON	1943	AVP-51	SAN CARLOS	1944
AVP-21	HUMBOLDT	1941	AVP-30	SAN PABLO	1943
AVP-13	MACKINAC	1942	AVP-52	SHELIKOF	1944
AVP-22	MATAGORDA	1941	AVP-53	SUISUN	1944
AVP-48	ONSLow	1943	AVP-31	UNIMAK	1943
AVP-49	ORCA	1944	AVP-32	YAKUTAT	1944
AVP-50	REHOBOTH	1944			

## AVS Aviation Supply Ships

No.	Name	Reclass.	Displ.	No.	Name	Reclass.	Displ.
AVS-4	ALLIOTH	1945	4023	AVS-8	JUPITER	1945	5594
AVS-2	FORTUNE	1945	3822	AVS-6	NICOLLET	1945	2411
AVS-3	GRUMIUM	1945	4023	AVS-7	PONTOTOC	1945	2411
AVS-5	GWINNETT	1945	2411	AVS-1	SUPPLY	1945	3450

AVS 1-4 converted from unclassified vessels, AVS 5-7 from miscellaneous auxiliaries; and AVS-8 from a cargo ship.

## AW Distilling Ships

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
AW-4	ABATAN	1945	6433	AW-1	STAG	1944	4113
AW-3	PASIG	1944	6433	AW-2	WILDCAT	1944	4113

AW 1-2 were Maritime Commission Z-ET1-S-C3 type "Liberty Tankers" and AW 3-4 were T2-SE-A2 tanker conversions.

## IX Unclassified Vessels

IX-131	ABARENDA	1944	4410	IX-57	†ARANER	1942	100
IX-203	AGILE	1944 <sup>130</sup>	190	IX-134	ARAYAT	1944	3481
IX-224	AIDE DE CAMP	1945	170	IX-135	ARETHUSA	1944	4411
IX-171	ALBATROSS	1944 <sup>130</sup>	458	IX-111	ARMADILLO	1943	3665
IX-204	ALLIOTH <sup>131</sup>	1944 <sup>130</sup>	4023	IX-83	†ASHLEY	1942	32
IX-41	AMERICA	1921	146	IX-153	*ASPHALT	1944	5636
IX-132	ANDREW DORIA	1944	4500	IX-108	†ATLANTIDA	1943	4002
IX-109	ANTELOPE	1943	3600	IX-178	BANSHEE	1944	4500
IX-133	ANTONA	1944	4343	IX-199	BARCELO	1944 <sup>130</sup>	80

<sup>130</sup> Conversion date.

<sup>131</sup> Converted to aviation supply ship (AVS).

IX Unclassified Vessels (*cont'd*)

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
IX-161	BARITE	1944	5636	IX-44	*DCH-1	1941 <sup>130</sup>	900
IX-154	BAUXITE	1944	5636	IX-2	DESPATCH	1921 <sup>130</sup>	1700
IX-112	BEAGLE	1943	3665	IX-215	DON MARQUIS	1945	4380
IX-187	BELUSAN	1945	8537	IX-182	DONNELL	1944 <sup>130</sup>	1315
IX-101	BIG CHIEF	1943	600	IX-30	DOVER	1922 <sup>130</sup>	1136
IX-207	BIG HORN	1945	5887	IX-9	DUBUQUE <sup>134</sup>	1922 <sup>130</sup>	936
IX-55	BLACK			IX-58	†DWYN WEN	1942	110
	DOUGLAS <sup>132</sup>	1942	102	IX-103	E. A. POE	1943	3696
IX-65	BLUE DOLPHIN	1942	110	IX-95	†ECHO	1942	340
IX-172	BLUEBIRD	1944 <sup>130</sup>	458	IX-181	EGRET	1944 <sup>130</sup>	185
IX-50	†BOWDOIN	1941	110	IX-79	EL CANO	1942	600
IX-78	BRAVE	1942	110	IX-115	ELK	1943	3665
IX-205	CALLAO	1945	869	IX-173	ETAMIN	1944 <sup>130</sup>	3665
IX-42	CAMDEN	1940 <sup>130</sup>	4218	IX-85	†EUHAW	1942	49
IX-113	CAMEL	1943	3665	IX-221	EUREKA	1945 <sup>130</sup>	275
IX-114	CARIBOU	1943	3665	IX-159	FELDSPAR	1944	5636
IX-152	CARMITA	1944	5636	IX-45	FAVORITE	1921 <sup>130</sup>	1000
IX-136	CARONDELET	1944	4500	IX-192	FLAMBEAU	1945	4500
IX-211	CASTINE	1945 <sup>130</sup>	244	IX-180	FLAMINGO	1944 <sup>130</sup>	175
IX-183	CATBIRD	1944 <sup>130</sup>	505	IX-165	FLICKER	1944 <sup>130</sup>	491
IX-137	CELTIC	1944	6100	IX-90	†FORBES	1942	110
IX-52	CHENG HO	1941	110	IX-146	FORTUNE <sup>131</sup>	1944	3822
IX-206	CHOCURA	1945 <sup>130</sup>	275	IX-43	FREEDOM	1940	60
IX-188	CHOTAUK	1944	4500	IX-54	GALAXY	1941	228
IX-80	CHRISTIANA <sup>133</sup>	1942	386	IX-227	GAMAGE	1945	3381
IX-163	CINNABAR	1944	5636	IX-116	GAZELLE	1943	3665
IX-156	CITY OF			IX-117	GEMSBOK	1943	3665
	DALHART	1944	5093	IX-61	†GEOANNA <sup>135</sup>	1942	90
IX-184	CLIFTON	1945	4600	IX-118	GIRAFFE	1943	3665
IX-144	CLYDE	1944	4800	IX-70	†GLORIA DALTON	1942	75
IX-198	COHASSETT	1944 <sup>130</sup>	1625	IX-195	GOSHAWK	1944 <sup>130</sup>	563
IX-84	CONGAREE	1942	33	IX-106	GREYHOUND	1943	3306
IX-20	CONSTELLATION	1797	1970	IX-174	GRUMIUM <sup>131</sup>	1944 <sup>130</sup>	4023
IX-21	CONSTITUTION	1797	2200	IX-218	GUARDOQUI	1945	6836
IX-164	CORUNDUM	1944	5636	IX-67	GUINIVERE	1943	710
IX-8	CUMBERLAND	1922	1500	IX-225	HARCOURT	1945	3381
IX-170	CURLEW	1944 <sup>130</sup>	505	IX-13	HARTFORD	1858	2900
IX-186	DAWN	1944	4876	IX-14	†HAWK	1921 <sup>130</sup>	200

<sup>130</sup> Conversion date.<sup>131</sup> Converted to aviation supply ship (AVS).<sup>132</sup> Converted to coastal yacht (PYc).<sup>133</sup> Reclassified miscellaneous auxiliary (YAG).<sup>134</sup> Converted to gunboat (PG).<sup>135</sup> Transferred to Army.



IX Unclassified Vessels (*cont'd*)

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
IX-48	HIGHLAND LIGHT	1940	30	IX-124	MOOSE	1943	3665
IX-119	IBEX	1943	3665	IX-98	MOOSEHEAD	1943 <sup>130</sup>	901
IX-93	IRENE FORSYTE	1943	200	IX-155	MUSTANG	1944	300
IX-56	IX-56	1942 <sup>130</sup>	110	IX-190	NAUSETT	1945	4378
IX-212	IX-212	1945 <sup>130</sup>	217	IX-33	NEWTON	1922	3400
IX-120	JAGUAR	1943	3665	IX-177 <sub>A</sub>	NIGHTINGALE	1944 <sup>130</sup>	160
IX-75	JOHN M. HOWARD	1942	100	IX-148	NORTH STAR <sup>136</sup>	1944	1435
IX-77	†JUNIATA	1942	300	IX-110	OCELOT	1943	5093
IX-228	JUSTIN	1945	3381	IX-139	OCTORARA	1944	3677
IX-71	KAILUA	1943	1027	IX-40	OLYMPIA	1894	4500
IX-121	KANGAROO	1943	3665	IX-157	ORVETTA	1944	5093
IX-179	KENWOOD	1944	2000	IX-104	P. H. BURNETT	1943	3432
IX-175	KESTREL	1944 <sup>130</sup>	196	IX-23	PADUCAH <sup>134</sup>	1922 <sup>130</sup>	936
IX-194	KILDEER	1944 <sup>130</sup>	214	IX-91	PALOMAS	1942	200
IX-176	KINGBIRD	1944 <sup>130</sup>	183	IX-125	PANDA	1944	3665
IX-122	LEOPARD	1943	3665	IX-105	PANTHER	1943 <sup>130</sup>	55
IX-167	†LEYDEN	1944	2500	IX-222	PEGASUS	1945 <sup>130</sup>	1758
IX-202	LIBERATOR	1945 <sup>130</sup>	170	IX-86	†POCOTALIGO	1942	50
IX-72	LIBERTY BELLE	1942	992	IX-126	*PORCUPINE	1944	3665
IX-162	LIGNITE	1944	5636	IX-15	PRAIRIE STATE	1924 <sup>130</sup>	7500
IX-158	LIMESTONE	1944	5636	IX-169	PRESIDENT WARFIELD	1944	2000
IX-166	LINNET	1944 <sup>130</sup>	389	IX-69	†PURITAN	1942	75
IX-92	†LISTON	1943	75	IX-150	QUARTZ	1944	5636
IX-82	†LUSTER	1942	51	IX-140	QUIROS	1944	5200
IX-102	MAJABA	1943 <sup>130</sup>	1795	IX-127	RACCOON	1944	3665
IX-138	MALVERN	1945	4415	IX-100	RACER	1943 <sup>130</sup>	85
IX-141	MANILENO	1944	4500	IX-76	†RAMONA	1942	90
IX-200	MARATANZA	1944 <sup>130</sup>	75	IX-25	REINA MERCEDES	1898	1800
IX-197	MARIVELES	1945	4616	IX-96	RICHARD PECK	1941	2000
IX-160	MARL	1944	5636	IX-89	†ROMAIN	1942	63
IX-189	MARMORA	1944	4329	IX-94	*RONAKI	1942	300
IX-97	MARTHA'S VINEYARD	1943	92	IX-81	SABLE	1943	6564
IX-193	MEREDOSIA	1945	4500	IX-87	SALUDA	1942	50
IX-74	METHA NELSON	1942	400	IX-99	†SEA CLOUD	1943	3000
IX-66	MIGRANT	1942	1300	IX-210	SEA FOAM	1945	5000
IX-123	MINK	1943	3665	IX-51	†SEA OTTER I	1941	90

<sup>130</sup> Conversion date.<sup>131</sup> Converted to aviation supply ship (AVS).<sup>132</sup> Converted to coastal yacht (PYc).<sup>133</sup> Reclassified miscellaneous auxiliary (YAG).<sup>134</sup> Converted to gunboat (PG).<sup>135</sup> Transferred to Army.<sup>136</sup> Transferred from Coast Guard.

IX Unclassified Vessels (*cont'd*)

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
IX-53	†SEA OTTER II	1941	740	IX-46	†TRANSFER	1921 <sup>130</sup>	250
IX-39	SEATTLE	1931 <sup>130</sup>	11,000	IX-149	TREFOIL	1944	5636
IX-60	†SEAWARD	1942	100	IX-223	TRIANA	1945	3568
IX-209	SEAWARD	1945 <sup>130</sup>	1490	IX-216	UNICOI	1945	4000
IX-213	SERAPIS	1945	1240	IX-47	VAMARIE	1936	80
IX-68	†SEVEN SEAS	1942	430	IX-191	VANDALIA	1944	4500
IX-142	SIGNAL	1944	5640	IX-62	VILEEHI	1941	90
IX-151	SILICA	1944	5636	IX-145	VILLALOBOS	1944	4500
IX-143	SILVER CLOUD	1944	4352	IX-59	VOLADOR <sup>135</sup>	1942	90
IX-168	SOUTHLAND	1944	1900	IX-28	WHEELING	1921 <sup>130</sup>	700
IX-196	SPARK	1944 <sup>130</sup>	1490	IX-129	WHIPPET	1944	3665
IX-49	SPINDRIFT	1940	30	IX-29	WILMETTE	1913	1802
IX-231	STALWART	1945 <sup>130</sup>	264	IX-88	†WIMBEE	1942	21
IX-201	STERLING	1944 <sup>130</sup>	75	IX-64	WOLVERINE	1942	4152
IX-185	STONEWALL	1944	4600	IX-214	YUCCA	1945	4427
IX-232	SUMMIT	1945 <sup>130</sup>	264	IX-73	†ZACA	1942	110
IX-147	SUPPLY <sup>131</sup>	1944	3450	IX-63	†ZAHMA	1942	100
IX-217	TACKLE	1945 <sup>130</sup>	1250	IX-107	ZEBRA <sup>137</sup>	1943	4023
IX-230	TAPACOLA	1945 <sup>130</sup>	264				

IX 2 and 39-40 were ex-cruisers; IX-8 a former sailing training vessel; IX 9, 23, 28, and 30 ex-gunboats; IX 14, 41, 43, 47-50, 52, 55, 57-63, 65-70, 73-74, 76-79, 82-95, 99 and 224 were converted yachts; IX-15 a former battleship; IX-20 a sailing sloop-of-war; IX-21 a sailing frigate; IX-25 a Spanish-American War prize; IX 44 and 98 were converted from water barges (formerly destroyers); IX-56 from a tug; IX 100 and 105 from SCs; IX-102 from a miscellaneous auxiliary; IX-148 was a Coast Guard Cutter; IX 165-166, 170-172, 175-177, 180-181, 183, 194-195, 202-203, and 230-232 were minesweeper conversions; IX-182 an ex-DE; IX 196, 198, 209 were LST conversions; IX 199-201 ex-YPs; IX-205 was an ex-German prize; IX 206, 211 and 221, ex-PCs; IX-212 a former LCI(G); and IX-217 an ex-salvage tender. IX 64 and 81 were Great Lakes training carriers. IX 103, 107, 109, 173, 204, 215, 223, 225, and 227-228 were Maritime Commission EC2-S-C1 "Liberty" type; IX 111-129, Z-ET1-S-C3 "Liberty Tankers"; and IX 149-154 and 158-164, B7-D1 barges.

<sup>130</sup> Conversion date.

<sup>131</sup> Converted to aviation supply ship (AVS).

<sup>132</sup> Converted to coastal yacht (PYc).

<sup>133</sup> Reclassified miscellaneous auxiliary (YAG).

<sup>134</sup> Converted to gunboat (PG).

<sup>135</sup> Transferred to Army.

<sup>136</sup> Transferred from Coast Guard.

<sup>137</sup> Converted to net cargo ship (AKN).

## II. LANDING SHIPS AND CRAFT

## LSV Landing Ships, Vehicle

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
LSV-1	CATSKILL	1944	5177	LSV-3	OSAGE	1944	4626
LSV-5	MONITOR	1944	5041	LSV-2	OZARK	1944	5177
LSV-6	MONTAUK	1944	4900	LSV-4	SAUGUS	1945	4626

Converted while building from minelayers (LSV 1-2) or net layers (LSV 3-6).

## LSD Landing Ships, Dock

4490-4546 tons.

No.	Name	Comm.	No.	Name	Comm.
LSD-1	ASHLAND	1943	LSD-4	EPPING FOREST	1943
LSD-2	BELLE GROVE	1943	LSD-5	GUNSTON HALL	1943
LSD-16	CABILDO	1945	LSD-6	LINDENWALD	1943
LSD-3	CARTER HALL	1943	LSD-7	OAK HILL	1944
LSD-13	CASA GRANDE	1944	LSD-14	RUSHMORE	1944
LSD-17	CATAMOUNT	1945	LSD-25	SAN MARCOS	1945
LSD-18	COLONIAL	1945	LSD-15	SHADWELL	1944
LSD-19	COMSTOCK	1945	LSD-26	TORTUGA	1945
LSD-20	DONNER	1945	LSD-8	WHITE MARSH	1944

## LST Landing Ships, Tank

1490 tons.

LST 1-9, 11-13, 16-61, 66-80, 84, 117-131, 133-134, 137-141, 157-158, 166-179, 181, 197, 201-213, 218-231, 240-247, 261-295, 306-319, 325-327, 331-360, 369-400, 446-488, 491-603, 605-643, 646-649, 651-772, 774-851, 853-857, 859-947, 949-953, 957-961, 964-965, 968-970, 972-975, 978-1035, 1038-1091, 1096-1097, 1101-1110, 1120, 1122-1123, 1126, 1128-1130, 1134-1135, 1138-1142, 1144, 1146, 1148, 1150, and 1152. Comm. 1942-5.

LST 6, 43, 69, 158, 167, 179, 203, 228, 282, 313-314, 318, 333, 342, 348-349, 353, 359, 376, 396, 447-448, 460, 472, 480, 493, 496, 499, 507, 523, 531, 563, 577, 675, 738, 749-750, 808, 906 and 921 were lost; LST 2-5, 8-9, 11-13, 76-77, 79-80, 157, 173, 178, 280, 289, 311, 315, 319, 326, 331, 336-337, 346-347, 351-352, 358, 360, 369, 371, 373, 380-383, 385-386, 394, 538, and 1021 transferred to Britain under Lend-Lease. LST 33, 35-37 went to Greece under Lend-Lease. LST-39 was converted to a covered lighter (YF); LST 129, 278 and 340 to unclassified vessels (IX); LST-201 to motor torpedo boat tender (AGP); LST 231, 453, 455, 513-514, 518 and 1003 to landing craft repair ships (ARL); and LST 575, 676-678, 710 and 928 to barracks ships (APB). Seventy-two additional sisters went to Britain without seeing service in the U.S.N.

## LSM Landing Ships, Medium

513-520 tons.

LSM 1-187, 200-400, 413-500      Comm. 1944-5

LSM 12, 15, 20, 59, 135, 149 and 318 lost.

### LSM(R) Landing Ships, Medium (Rocket)

760-1187 tons. Converted while building from LSMs.

LSM(R) 188-199, 401-412, 501-528 Comm. 1944-5

LSM(R) 190, 194 and 195 lost.

### LC(FF) Landing Craft, Flotilla Flagships

234 tons. Converted from LCI(L).

LC(FF) 367-370, 399, 423-427, 484-486, 503-504, 531-533, 535-536, 569, 571-572, 575, 627-628, 656-657, 679, 775, 782-783, 786, 788-793, 988, 994-995, 998, 1031, 1079-1083. Comm. 1943-4.

### LCI(G) Landing Craft, Infantry (Gunboat)

210-230 tons. Converted from LCI(L).

LCI(G) 2, 17-19, 31, 34, 36-37, 39-43, 45-46, 61, 64-70, 73, 76-82, 189-192, 194-196, 220, 233-237, 345-348, 351-356, 365-366, 372-373, 396-398, 401, 403-408, 412-415, 417-422, 428, 437-442, 449-475, 506, 514, 516-517, 528, 530, 534, 538-548, 556, 558-561, 565-568, 570, 573-574, 576-577, 580, 630-633, 638, 658-661, 725-730, 739-742, 744-757, 760, 801-810, 948, 953-962, 964, 975, 1010-1012, 1014-1019, 1023, 1055-1060 and 1088-1089. Conv. 1944-5.

LCI(G) 82, 365, 456, 459, 468, 474 and 494 were lost. LCI(G)-396 was converted to an unclassified vessel (IX); LCI(G) 351-356, 630-633, 638, 658-660, 739-742, 754-757, 760, 801-810, 975, 1010-1012, 1023, 1055-1059 and 1088-1089 to landing craft, infantry (mortar), LCI(M); and LCI(G) 31, 34, and 73 to landing craft, infantry (rocket), LCI(R).

### LCI(L) Landing Craft, Infantry (Large)

178-209 tons.

LCI(L) 1-48, 61-136, 161-196, 209-716, 731-780, 784-821, 866-884, 943-1033, 1052-1098. Comm. 1942-4.

Various vessels were converted to LC(FF), LCI(G), LCI(M), and LCI(R). See those types for a list of vessels so converted. LCI(L) 400, 409, 513, 515 and 589 were converted to underwater locator minesweepers, AMc(U). LCI(L) 3-16, 33, 35, 75, 97-136, 161-187, 193, 209-218, 229, 231, 238-318, 374-391, 411, 487-496, 498-502, 505, 507-512 and 537 were transferred to the United Kingdom under Lend-Lease; LCI(L) 521-527, 551, 554, 557, 584-87, 590-593, 665-668, 671-672, 675, 943, 945-946 and 949-950 went to Russia. LCI (L) 1, 20, 32, 85, 91-93, 219, 232, 339, 416, 497, 553, 600, 684 and 1065 were lost.

### LCI(M) Landing Craft, Infantry (Mortar)

235 tons. Converted from LCI(L) and LCI(G).

LCI(M) 351-356, 359, 362, 431, 582, 588, 594-596, 630-633, 638, 658-660, 664, 669-670, 673-674, 739-742, 754-757, 760, 801-810, 951-952, 975, 1010-1012, 1023, 1055-1059, 1088-1089. Conv. 1945.

**LCI(R) Landing Craft, Infantry (Rocket)**

215 tons.

LCI(R) 31, 34 71-74, 224-226, 230-231, 337-338, 340-342, 642-651, 704-708, 762-767, 769-772, 785, 1024, 1026, 1028-1030, 1068-1070, 1077-1078. Conv. 1945.

Converted from LCI(L) and LCI(G).

**LCS(L) Landing Craft, Support (Large)**

123 tons. LCS(L) 7, 15, 26, 33, 49 and 127 lost.

LCS(L) 1-130 Comm. 1944

**LCT Landing Craft, Tank****Mark V Type**

123 tons.

LCT 1-88, 119-500 placed in service 1942.

LCT 19, 21, 23, 25-28, 30, 35-36, 66, 71, 128, 147, 154, 175, 182, 185, 196-197, 200, 208-209, 215, 220, 241-242, 244, 253, 293-294, 299, 305, 311, 315, 319, 332, 340, 342, 352, 362, 364, 366, 413, 458-459, 486 and 496 lost. LCT-353 was converted to a garbage scow (YG). LCT 2, 4-6, 8-14, 37-57, 73-79, 119-124, 130-131, 135, 138, 150, 186-194, 225-236, 238-243, 246, 261-267, 269-270, 272-273, 275, 281-287, 289, 291-292, 295-297, 301-304, 306-310, 312-313, 331, 334-339, 341, 343-345, 361, 363, 398-399, 402, 420-430, 432-433, 435-442, 444-445, 450, 453-455, 461, 477-480, 483-485, 487-488, 490-491 and 498-500 were transferred to Britain under Lend-Lease.

**Mark VI Type**

143 tons.

LCT 501-1465 placed in service 1943-4.

LCT 548, 555, 572, 579, 582, 593, 597, 612, 703, 713-714, 777, 823, 961, 963, 983-984, 988, 998, 1029, 1050, 1075, 1090, 1138, 1151, 1181 and 1358 were lost; LCT 843-844, 887-890 converted to underwater locator minesweepers, AMc(U); and LCT 559, 561, 563, 744-745, 1015, 1046-1047, 1163, 1176, 1434-1438, 1442 and 1445 were transferred to the Soviet Union.

**12. SMALL LANDING CRAFT**

Type	Displ.	Length	No. built
Landing Craft, Control (LCC),			
Mark I	50	56'	99
Mark II	30	56'	
Landing Craft, Mechanized (LCM), Mark II	26	45'	147
Mark III	23	50'	8,631
Mark VI	23	56'	2,718
Landing Craft, Personnel (Large) - LCP(L)	5.8	36'8"	2,193

Small Landing Craft (*cont'd*)

Type	Displ.	Length	No. built
Landing Craft, Personnel (Ramp) — LCP(R)	5.8	35'10"	2,631
Landing Craft, Rubber (Large) — LCR(L)	395 lb.	16'	10,123
Landing Craft, Rubber (Small) — LCR(S)	210 lb.	12'5"	8,150
Landing Craft, Support (Small) — LCS(S) Mk. I	9	36'8"	558
Mark II	10	36'8"	
Landing Craft, Vehicle (LCV)	7	36'3"	2,366
Landing Craft, Vehicle, Personnel (LCVP)	9	36'	23,358
Landing Vehicle, Tracked (LVT), Mark I	7.5	21'6"	1,225
Mark II	11	26'1"	2,962
Mark III	12.5	24'2"	2,964
Mark IV	10.4	26'1"	28,350
Landing Vehicle, Tracked (Armored) — LVT(A)			
Mark I	14.6	26'1"	510
Mark II	11.4	26'1"	450
Mark IV	17	26'1"	1,890
Amphibious Trucks			
DUKW	5.8	31'8"	
Jeep	1.6	15'7"	

## 13. COAST GUARD CUTTERS

## WPG Cruising Cutters

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
WPG-164	†AIVIK	1942	251 <sup>138</sup>	WPG-183	MAY- FLOWER	1943	2690
WPG-168	†AKLAK	1942	170 <sup>138</sup>	WPG-171	†NAGAK	1942	176 <sup>138</sup>
WPG-172	†ALATOK	1942	387 <sup>138</sup>	WPG-169	†NANOK	1942	220 <sup>138</sup>
WPG-166	†AMAROK	1942	237 <sup>138</sup>	WPG-170	*NATSEK	1942	225 <sup>138</sup>
WPG-167	†ARLUK	1942	163 <sup>138</sup>	WPG-59	NORTH STAR <sup>139</sup>	1941 <sup>140</sup>	2200
WPG-165	†ARVEK	1942	172 <sup>138</sup>	WPG-49	NORTH- LAND	1927	2150
WPG-163	†ATVAK	1942	243 <sup>138</sup>				
WPG-85	†GRESHAM	1897	1090				
WPG-56	KICKAPOO	1922	840				

<sup>138</sup> Gross tonnage.<sup>139</sup> Transferred to Navy.<sup>140</sup> Date acquired from Department of the Interior.

WPG Cruising Cutters (*cont'd*)

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
WPG-122	NOUR-			WPG-54	SHAWNEE	1922	900
	MAHAL	1941 <sup>141</sup>	1969 <sup>138</sup>	WPG-52	TALLA-		
WPG-50	OSSIPEE	1915	908		POOSA	1915	912
WPG-57	PAMLICO	1906	451	WPG-53	UNALAGA	1912	1181

<sup>138</sup> Gross tonnage.<sup>141</sup> Date acquired from the Navy.

## HAIDA Class

1780 tons.

No.	Name	Comm.	No.	Name	Comm.
WPG-45	HAIDA	1921	WPG-47	MOJAVE	1921
WPG-46	MODOC	1922	WPG-48	TAMPA	1921

## CHELAN Class

1546 tons. All transferred to Great Britain 1940.

CGC-54	CAYUGA	1932	CGC-46	PONTCHARTRAIN	1928
CGC-48	CHAMPLAIN	1929	CGC-52	SARANAC	1930
CGC-45	CHELAN	1928	CGC-51	SEBAGO	1930
CGC-50	ITASCA	1930	CGC-53	SHOSHONE	1931
CGC-49	MENDOTA	1929	CGC-47	TAHOE	1928

## ALGONQUIN Class

1005 tons.

WPG-75	ALGONQUIN	1934	WPG-78	MOHAWK	1934
WPG-76	COMANCHE	1934	WPG-79	ONONDAGA	1934
WPG-77	*ESCANABA	1932	WPG-80	TAHOMA	1934

## BIBB or Treasury Class

2216 tons. Converted to amphibious force flagships.

WPG-34	*ALEXANDER		WPG-33	DUANE	1936
	HAMILTON	1937	WPG-35	INGHAM	1936
WPG-31	BIBB	1937	WPG-36	SPENCER	1937
WPG-32	CAMPBELL	1936	WPG-37	TANEY	1936

## OWASCO Class

2200 tons.

WPG-41	CHAUTAUQUA	1945	WPG-70	PONTCHARTRAIN	1945
WPG-39	OWASCO	1945	WPG-40	WINNEBAGO	1945

## WIX Weather Patrol Ships

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
WIX-207	BIG HORN <sup>142</sup>	1944 <sup>143</sup>	4150	WIX-276	MANHASSET	1943 <sup>143</sup>	2900
WIX-273	MANASQUAN	1943 <sup>143</sup>	2580	WIX-274	MENEMSHA	1943 <sup>142</sup>	2580

Other WIX vessels served as training ships.

<sup>142</sup> Transferred to Navy.<sup>143</sup> Date acquired from Navy.

WIX Weather Patrol Ships (*cont'd*)

No.	Name	Comm.	Displ.	No.	Name	Comm.	Displ.
WIX-275	MONOMOY	1943 <sup>142</sup>	2690	WAG-48	*MUSKEGET	1942 <sup>142</sup>	1800

<sup>142</sup> Transferred to Navy.

## WPC Patrol Cutters

## ACTIVE Class

220 tons.

No.	Name	Comm.	No.	Name	Comm.
WPC-125	ACTIVE	1927	WPC-141	HARRIET LANE	1927
WPC-126	AGASSIZ	1927	WPC-142	*JACKSON	1927
WPC-127	ALERT	1927	WPC-143	KIMBALL	1927
WPC-128	*BEDLOE	1926	WPC-144	LEGARE	1927
WPC-129	BONHAM	1927	WPC-146	MCLANE	1927
WPC-130	BOUTWELL	1927	WPC-145	MARION	1927
WPC-131	CAHOONE	1927	WPC-147	MORRIS	1927
WPC-132	CARTIGAN	1927	WPC-148	NEMAHA	1927
WPC-133	COLFAX	1927	WPC-149	PULASKI	1926
WPC-134	CRAWFORD	1927	WPC-150	RELIANCE	1927
WPC-157	CUYAHOGA	1941 <sup>143</sup>	WPC-151	RUSH	1927
WPC-135	DILIGENCE	1927	WPC-152	TIGER	1927
WPC-136	DIX	1927	WPC-153	TRAVIS	1927
WPC-137	EWING	1927	WPC-154	VIGILANT	1927
WPC-138	FAUNCE	1927	WPC-155	WOODBURY	1927
WPC-139	FREDERICK LEE	1927	WPC-156	YEATON	1927
WPC-140	GENERAL GREENE	1927			

<sup>143</sup> Date acquired from Navy.

## ARGO Class

334-337 tons.

WPC-100	ARGO	1933	WPC-109	HERMES	1932
WPC-101	ARIADNE	1934	WPC-110	ICARUS	1932
WPC-102	ATALANTA	1934	WPC-111	NEMESIS	1934
WPC-103	AURORA	1931	WPC-112	NIKE	1934
WPC-104	CALYPSO	1942 <sup>143</sup>	WPC-113	PANDORA	1934
WPC-105	CYANE	1934	WPC-114	PERSEUS	1932
WPC-106	DAPHNE	1932	WPC-115	THETIS	1931
WPC-107	DIONE	1934	WPC-116	TRITON	1934
WPC-108	GALATEA	1933			

## WAG Icebreakers

5390 tons. Another icebreaker, MACKINAW (WAG-83), served on the Great Lakes.

WAG-279	EASTWIND	1944	WAG-280	SOUTHWIND	1943 <sup>143</sup>
WAG-278	NORTHWIND	1943	WAG-281	WESTWIND	1943 <sup>143</sup>

<sup>143</sup> Date acquired from Navy.



## 14. UNITED STATES NAVAL COMBAT AIRCRAFT

1941-1945<sup>144</sup>*(Speeds are in Statute Miles)*

## VF Fighters

Brewster F2A-3 "Buffalo." One place; span 35'; length 26'4"; height 12'; one 1200 h.p. Wright R-1820 engine; speed 322 m.p.h.; armament 4-.50cal. fixed machine guns, 200 lb. bombs.

General Motors FM-1 "Wildcat." Duplicates Grumman F4F-4.

FM-2 "Wildcat." One place; span 38'; length 29'1"; height 11'5"; one 1350 h.p. Wright R-1820 engine; speed 326 m.p.h.; armament 4-.50cal. fixed machine guns, 500 lb. bombs.

Goodyear FG-1 "Corsair." Duplicates Vought F4U-1.

Grumman F4F-3 "Wildcat." One place; span 38'; length 28'9"; height 11'10"; one 1200 h.p. Pratt & Whitney R-1830 engine; speed 330 m.p.h.; armament 6-.50cal. fixed machine guns, 200 lb. bombs.

F4F-4 "Wildcat." One place; span 38'; length 28'9"; height 11'10"; one 1200 h.p. Pratt & Whitney R-1830 engine; speed 319 m.p.h.; armament 6-.50cal. fixed machine guns, 200 lb. bombs.

F6F-3 "Hellcat." One place; span 42'10"; length 33'4"; height 11'3"; one 2000 h.p. Pratt & Whitney R-2800 engine; speed 360 m.p.h.; armament 6-.50cal. fixed machine guns, 2000 lb. bombs, or 1 torpedo.

F6F-5 "Hellcat." One place; span 42'10"; length 33'6"; height 13'1"; one 2100 h.p. Pratt & Whitney R-2800 engine; speed 375 m.p.h.; armament 6-.50cal. fixed machine guns, 2000 lb. bombs, or 6 rockets.

Vought F4U-1 "Corsair." One place; span 41'; length 33'5"; height 15'5"; one 2000 h.p. Pratt & Whitney R-2800 engine; speed 399 m.p.h.; armament 6-.50cal. machine guns or 2-20mm. cannon fixed, 2000 lb. bombs or 8 rockets.

## VSB Dive Bombers

Canadian Car & Foundry SBW-1 "Helldiver." Duplicates Curtiss SB2C-1.

SBW-3 "Helldiver." Duplicates Curtiss SB2C-3.

Curtiss SB2C-1 "Helldiver." Two place; span 49'9"; length 36'4"; height 15'6"; one 1700 h.p. Wright R-2600 engine; speed 281 m.p.h.; armament 4-.50cal. machine guns or 2-20mm. fixed, 2-30cal. flexible machine guns, 2650 lb. bombs or 1 torpedo.

SB2C-3 "Helldiver." Two place; span 49'9"; length 36'9"; height 13'1"; one 1900 h.p. Wright R-2600 engine; speed 294 m.p.h.; armament 2-20mm. fixed cannon, 2-30cal. flexible machine guns, 2650 lb. bombs.

SB2C-4 "Helldiver." Two place; span 49'8"; length 36'8"; height 15'1"; one 1900

<sup>144</sup> Excluding obsolete and experimental types which were seldom in action and types flown exclusively by Coast Guard or Marines. This table is based on Buaer "Performance Characteristics - U.S. Navy Service Airplanes," Technical Air Intelligence Center *Representative Enemy and Allied Aircraft* (Bu. Aero. OpNav-16-V #T303); and AirPac *Air Combat Information Allied Aircraft*.

h.p. Wright R-2600 engine; speed 294 m.p.h.; armament 2-20mm fixed cannon, 2-.30cal. flexible machine guns, 2600 lb. bombs, 8 rockets.

Douglas SBD-1, -2, -3, and -4 "Dauntless." Two place; span 41'6"; length 32'1"; height 13'7"; one 1000 h.p. Wright R-1820 engine; speed 257 m.p.h.; armament 2-.50cal. fixed machine guns, 1-.30cal. flexible machine gun, 1000 lb. bombs.

SBD-5 "Dauntless." Two place; span 41'6"; length 32'6"; height 12'3"; one 1200 h.p. Wright R-1820 engine; speed 252 m.p.h.; armament 2-.50cal. fixed machine guns, 2-.30cal. flexible machine guns, 2250 lb. bombs.

Fairchild (Canada) SBF-1 "Helldiver." Duplicates Curtiss SB2C-1.

Vought-Sikorsky SB2U-3 "Vindicator." Two place; span 41'11"; length 34'; height 14'7"; one 825 h.p. Pratt & Whitney R-1535 engine; speed 240 m.p.h.; armament 2-.50cal. fixed machine guns, 2-.30cal. flexible machine guns, 1000 lb. bombs.

### VT Torpedo Bombers

Douglas TBD-1 "Devastator." Three place; span 50'; length 35'; height 15'1"; one 900 h.p. Pratt & Whitney R-1830 engine; speed 221 m.p.h.; armament 1-.50cal. fixed machine gun, 1-.30cal. flexible machine gun, 1200 lb. bombs or 1 torpedo.

General Motors TBM-1 "Avenger." Duplicates Grumman TBF-1.

TBM-3 "Avenger." Three place; span 54'2"; length 40'9"; height 13'9"; one 1800 h.p. Wright R-2600 engine; speed 272 m.p.h.; armament 2-.50cal. fixed machine guns, 1-.50cal. and 1-.30cal. flexible machine guns, 2000 lb. bombs or 1 torpedo.

Grumman TBF-1 "Avenger." Three place; span 54'2"; length 41'; height 16'5"; one 1700 h.p. Wright R-2600 engine; speed 273 m.p.h.; armament 1-.30cal. or 2-.50cal. fixed machine guns, 1-.50cal. and 1-.30cal. flexible machine guns, 1600 lb. bombs or 1 torpedo.

### VP Patrol Planes

Lockheed-Vega PV-1 "Ventura." Six place; span 65'6"; length 51'9"; height 14'3"; two 2000 h.p. Pratt & Whitney R-2800 engines; speed 313 m.p.h.; armament 5-.50cal. fixed machine guns, 4-.50cal. flexible machine guns, 5000 lb. bombs.

### VPB Patrol Bombers

Boeing (Canada) PB2B-2 "Catalina." Duplicates Consolidated PBV-6A.

Consolidated PBV-1 "Catalina." Eight place; span 104'; length 65'2"; height 18'6"; two 900 h.p. Pratt & Whitney R-1830 engines; speed 177 m.p.h.; armament 2-.30cal. and 2-.50cal. flexible machine guns, 4000 lb. bombs.

PBV-3 "Catalina." Eight place; span 104'; length 65'2"; height 18'6"; two 1050 h.p. Pratt & Whitney R-1830 engines; speed 191 m.p.h.; armament 2-.30cal. and 2-.50cal. flexible machine guns, 4000 lb. bombs or 2 torpedoes.

PBV-5 "Catalina." Nine place; span 104'; length 64'; height 19'; two 1200 h.p. Pratt & Whitney R-1830 engines; speed 195 m.p.h.; armament 2-.30cal. and 2-.50cal. flexible machine guns, 4000 lb. bombs or 2 torpedoes.

PBV-5A "Catalina." Amphibian version of PBV-5.

PBV-6A "Catalina." Nine place; span 104'; length 65'; height 17'11"; two 1200 h.p. Pratt & Whitney R-1830 engines; speed 195 m.p.h.; armament 1-.30cal. and 3-.50cal. flexible machine guns, 4000 lb. bombs or 2 torpedoes.

PB2Y-3 "Coronado." Ten place; span 115'; length 79'3"; height 24'8"; four 1200

h.p. Pratt & Whitney R-1830 engines; speed 230 m.p.h.; armament 8-.5ocal. flexible machine guns, 12,000 lb. bombs or 2 torpedoes.

PB<sub>2</sub>Y-5 "Coronado." Ten place; span 115'; length 79'3"; height 27'6"; four 1200 h.p. Pratt & Whitney R-1830 engines; speed 230 m.p.h.; armament 8-.5ocal. flexible machine guns, 12,000 lb. bombs or 2 torpedoes.

PB<sub>4</sub>Y-1 "Liberator." Eleven place; span 110'; length 66'4"; height 17'11"; four 1200 h.p. Pratt & Whitney R-1830 engines; speed 270 m.p.h.; armament 13-.5ocal. flexible machine guns, 8000 lb. bombs.

PB<sub>4</sub>Y-2 "Privateer." Eleven place; span 110'; length 74'7"; height 30'1"; four 1350 h.p. Pratt & Whitney R-1830 engines; speed 237 m.p.h.; armament 12-.5ocal. flexible machine guns, 12,800 lb. bombs.

Lockheed PBO-1 "Hudson." Five place; span 65'5"; length 44'5"; height 11'10"; two 1200 h.p. Wright R-1820 engines; speed 275 m.p.h.; armament 7-.3ocal. flexible machine guns, 1150 lb. bombs.

Martin PBM-3 "Mariner." Six place; span 118'; length 80'1"; height 24'5"; two 1900 h.p. Wright R-2600 engines; speed 211 m.p.h.; armament 1-.3ocal. and 5-.5ocal. flexible machine guns, 12,800 lb. bombs or 2 torpedoes.

PBM-5 "Mariner." Nine place; span 118'; length 79'10"; height 27'6"; two 2100 h.p. Pratt & Whitney R-2800 engines; speed 200 m.p.h.; armament 8-.5ocal. flexible machine guns, 12,800 lb. bombs or 2 torpedoes.

Naval Aircraft Factory PBN-1 "Nomad." Duplicates Consolidated PB<sub>Y</sub>-6A.

### VSO, VOS, or VS Observation Planes

*(These types were used in battleships and cruisers)*

Curtiss SOC-3 "Seagull." Two place; span 36'; length 31'9"; height 14'10"; one 550 h.p. Pratt & Whitney R-1340 engine; speed 164 m.p.h.; armament 1 fixed and 1 flexible .3ocal. machine gun, 470 lb. bombs.

SC-1 "Seahawk." One place; span 41'; length 37'8"; height 16'; one 1350 h.p. Wright R-1820 engine; speed 313 m.p.h.; armament 2-.5ocal. fixed machine guns, 1300 lb. bombs.

Naval Aircraft Factory SON-1 "Seagull." Duplicates Curtiss SOC-3.

OS<sub>2</sub>N-1 "Kingfisher." Duplicates Vought-Sikorsky OS<sub>2</sub>U-3.

Vought-Sikorsky OS<sub>2</sub>U-3 "Kingfisher." Two place; span 35'11"; length 33'7"; height 15'1"; one 450 h.p. Pratt & Whitney R-985 engine; speed 177 m.p.h.; armament 1 fixed and 1 flexible .3ocal. machine gun, 650 lb. bombs.

### ZNP Patrol Airships (Blimps)

K-3 class (K 3-13). Eight place; length 250'; volume 415,000 cubic feet; two 400 h.p. Wright R-975 engines; speed 65 m.p.h.; armament 1-.5ocal. machine gun, 1200 lb. bombs or depth charges.

K-14 class (K 14-135). Nine place; length 251'; volume 425,000 cubic feet; two 600 h.p. Pratt & Whitney R-1340 engines; speed 65 m.p.h.; armament 1-.5ocal. machine gun, 1200 lb. bombs or depth charges. K 74 and 94 lost.

M-1 class (M 1-4). Twelve place; length 294'; volume 725,000 cubic feet; two 600 h.p. Pratt & Whitney R-1340 engines; speed 65 m.p.h.; armament 1-.5ocal. machine gun, 2000 lb. bombs or depth charges.

# 15. UNITED STATES NAVAL VESSELS TRANSFERRED TO FOREIGN NATIONS UNDER LEND-LEASE<sup>145</sup>

	CVE	CL	SS	DE	AM	YMS	PG & PF	PCE	PR	PC	PV & PYc	SC	PT	PTC	AG	AFDL	AN	AOG	AP	APc	AR & ARL	ARS	AT & ATR	LSD	LST	LSM	LCI(L)	Yard Craft	Total
United Kingdom	38	—	9	78	31	150	36	15	—	—	—	—	105	12	—	—	5	—	—	27	4	6	27	4	113	—	220	6	886
U.S.S.R.	—	1	—	—	34	43	28	—	—	—	—	78	205	62	15	—	—	—	—	—	—	—	—	—	—	—	30	4	500
France	—	—	—	6	—	31	—	—	—	32	—	50	—	—	—	—	3	3	—	—	—	—	—	—	—	—	—	20	145
Greece	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	—	—	—	—	4	—	—	—	7
Norway	—	—	—	—	—	8	—	—	—	—	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	14
China	—	—	—	2	4	—	—	2	1	—	—	—	—	—	1	1	—	1	—	—	—	—	—	—	10	8	8	1	39
Brazil	—	—	—	8	—	—	—	—	—	8	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	2	19
Ecuador, Mexico, Panama, Peru, & Uruguay	—	—	—	—	—	—	—	—	—	1	3	3	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	4	12
Total	38	1	9	94	69	232	64	17	1	41	3	134	310	74	16	1	8	4	1	31	4	6	27	4	127	8	258	40	1622

All except 1 AFDL, 1 AG, 1 AOG, 8 LCI(L), 8 LSM, 10 LST, and 1 yard craft for China were delivered before the end of the war.

<sup>145</sup> Excluding LCTs and smaller landing craft. In cases of vessels transferred to two or more countries they have been shown only under the country of first transfer.

16. OFFICERS AND MEN ON ACTIVE DUTY, 1 JULY 1940-31 AUGUST 1945 <sup>146</sup>

	1 July 1940	31 Dec. 1941	30 June 1942	31 Dec. 1942	30 June 1942	31 Dec. 1943	30 June 1944	31 Dec. 1944	31 Aug. 1945
Navy Officers, Men	13,162	38,601	67,786	117,268	170,418	212,820	260,143	291,357	316,675
Officers, Women	0	0	0	770	3,827	6,459	7,611	8,744	8,399
Total Officers	13,162	38,601	67,786	118,038	174,245	219,279	267,754	300,101	325,074
Nurses	442	823	1,778	2,907	5,431	7,022	8,399	8,893	10,968
Officer Candidates, Men	2,569	11,452	14,529	35,472	53,661	119,988	104,578	84,627	62,913
Officer Candidates, Women	0	0	0	532	634	484	481	0	12
Total Officer Candidates	2,569	11,452	14,529	36,004	54,295	120,472	105,059	84,627	62,925
Enlisted, Men	144,824	332,274	556,477	1,099,109	1,486,696	1,995,893	2,542,653	2,735,270	2,935,695
Enlisted, Women	0	0	0	3,109	21,083	38,450	57,500	72,864	73,685
Total Enlisted	144,824	332,274	556,477	1,102,218	1,507,779	2,034,343	2,600,153	2,808,134	3,009,380
Total Navy	160,997	383,150	640,570	1,259,167	1,741,750	2,381,116	2,981,365	3,201,755	3,408,347
Marine Corps Officers, Men	1,819	4,067	7,138	13,151	21,140	27,588	31,991	34,598	36,851
Officers, Women	0	0	0	0	244	605	797	824	813
Total Officers	1,819	4,067	7,138	13,151	21,384	28,193	32,788	35,422	37,664

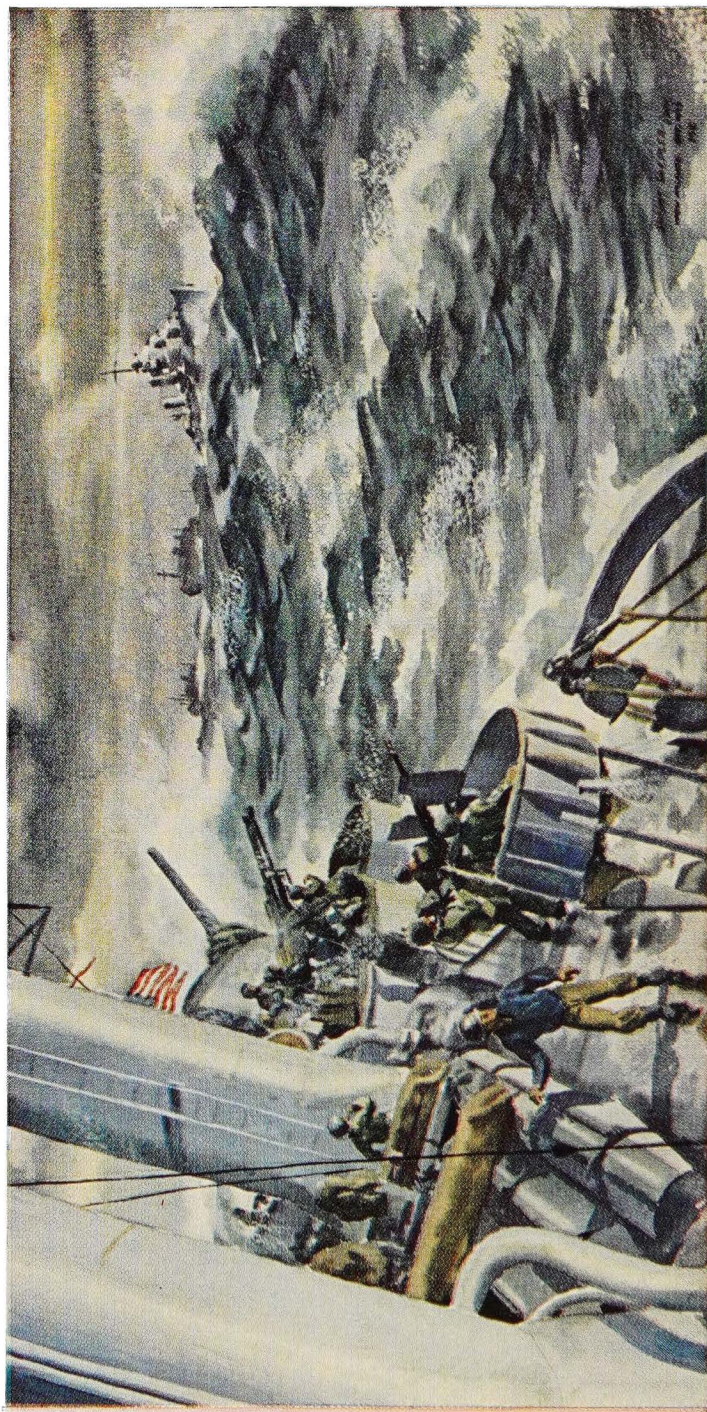
Officer Candidates, Men	0	371	702	2,029	1,730	10,573	7,515	5,384	3,741
Officer Candidates, Women	0	0	0	0	86	150	11	1	61
Total Officer Candidates	0	371	702	2,029	1,816	10,723	7,526	5,385	3,802
Enlisted, Men	26,545	70,908	135,688	223,243	284,481	356,533	415,559	414,561	427,017
Enlisted, Women	0	0	0	0	3,313	9,720	16,669	17,012	17,350
Total Enlisted	26,545	70,908	135,688	223,243	287,794	366,253	432,268	431,573	444,367
Total Marine Corps	28,364	75,346	143,528	238,423	310,994	405,169	472,582	472,380	485,833
Coast Guard									
Officers, Men	1,360	1,854	3,507	5,462	8,104	10,038	11,275	11,697	11,766
Officers, Women	0	0	0	15	235	514	704	918	855
Total Officers	1,360	1,854	3,507	5,477	8,339	10,552	11,979	12,615	12,621
Officer Candidates, Men	145	301	349	992	1,050	1,493	234	480	353
Officer Candidates, Women	0	0	0	0	0	73	64	0	26
Total Officer Candidates	145	301	349	992	1,050	1,566	298	480	379
Enlisted, Men	12,261	25,575	55,142	135,231	142,631	154,251	149,589	147,865	148,629
Enlisted, Women	0	0	0	69	2,956	5,570	7,392	8,911	8,646
Total Enlisted	12,261	25,575	55,142	135,300	145,587	159,821	156,981	156,776	157,275
Total Coast Guard	13,766	27,730	58,998	141,769	154,976	171,939	169,258	169,871	170,275
Grand Total	203,127	486,226	843,096	1,639,359	2,207,720	2,958,224	3,623,205	3,844,006	4,064,455



## Jacket Illustrations

The paintings used on the jackets of the fifteen-volume series reproduced in full color. Painting for Volume II owned by S. E. Morison and used by permission of the artist; Volume X by permission of The Mariner's Museum, Newport News, Virginia, and the artist; all others by permission of the Navy Department.





*I. Air Contact — North Atlantic*

by Commander Dwight C. Shepler USNR

Gun crews aboard U.S. Destroyer *Champlin*. Done for the Navy, at sea





*II. Off Fedhala, 8 November 1942*

by Benjamin T. Stephenson

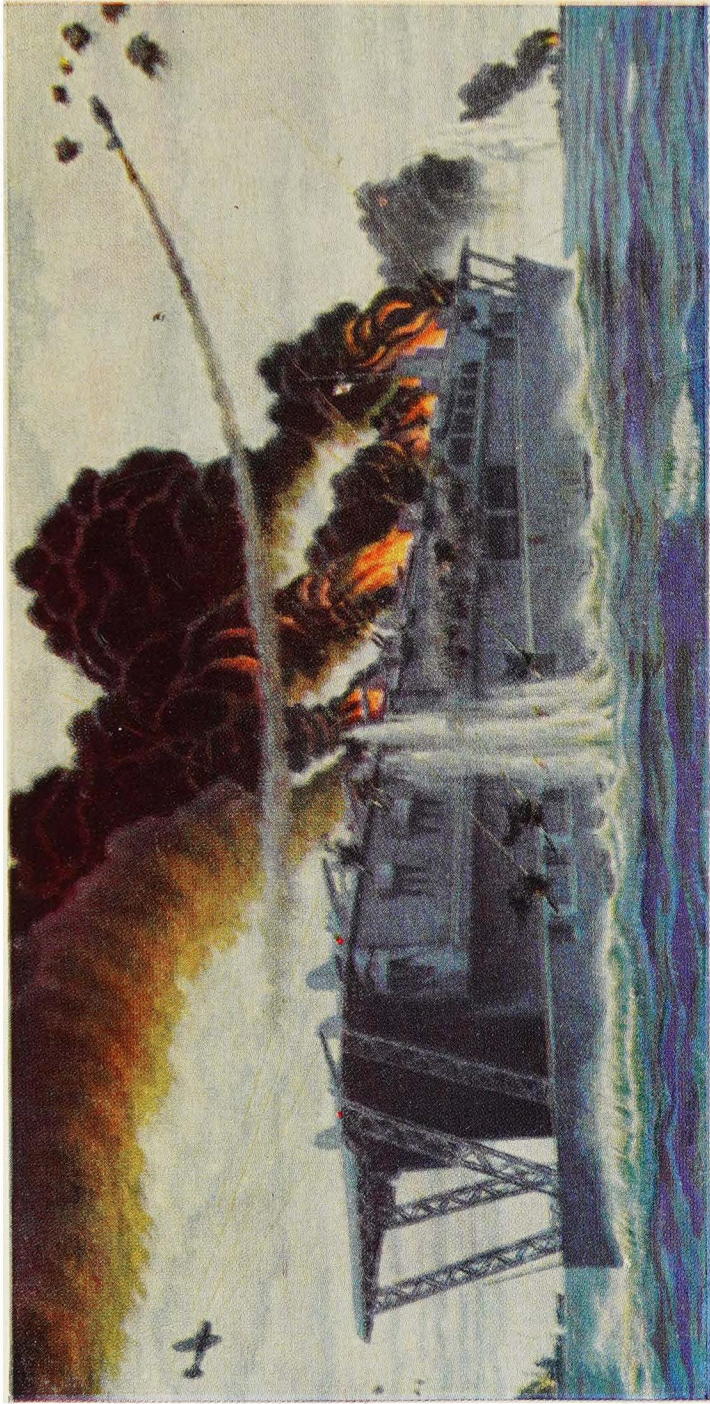
U.S.S. *Brooklyn* firing on Battery Sherki; Higgins boat and LCV carrying tank in foreground





III. *Pearl Harbor, December 7, 1941*  
by Commander Griffith Baily Coale USNR



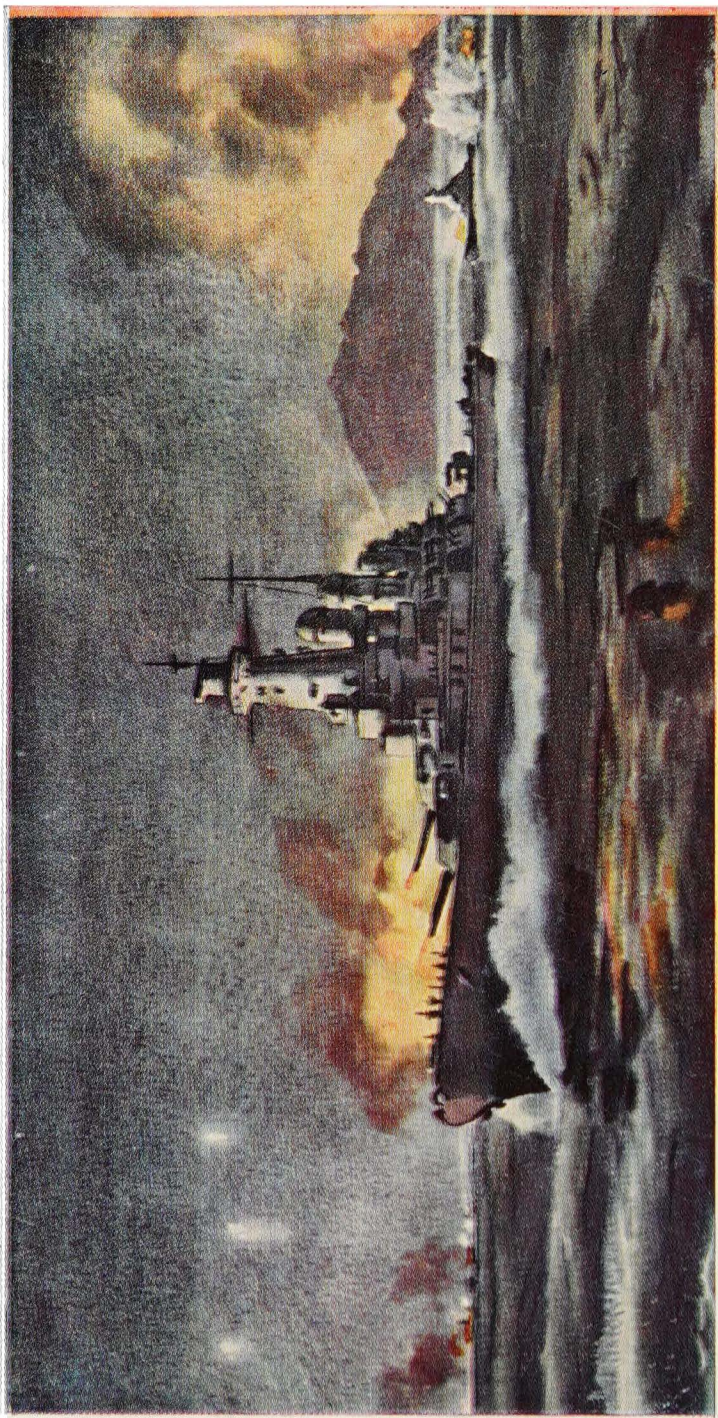


#### *IV. Battle of Midway*

by Commander Griffith Baily Coale USNR

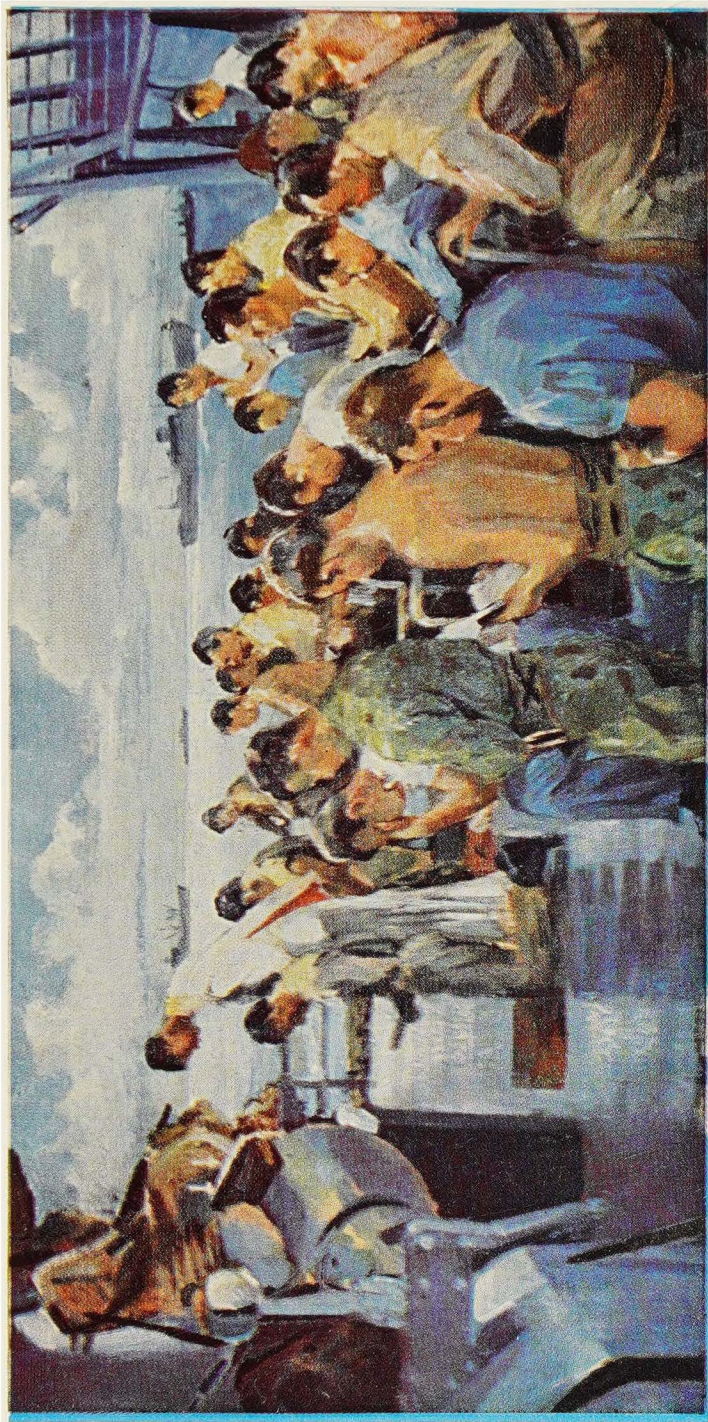
Carrier *Kaga* on fire, June 4, 1942, after attack by American carrier-based dive-bombers





V. U.S. Battleship Washington in Night Battle, Guadalcanal  
by Commander Dwight C. Shepler USNR

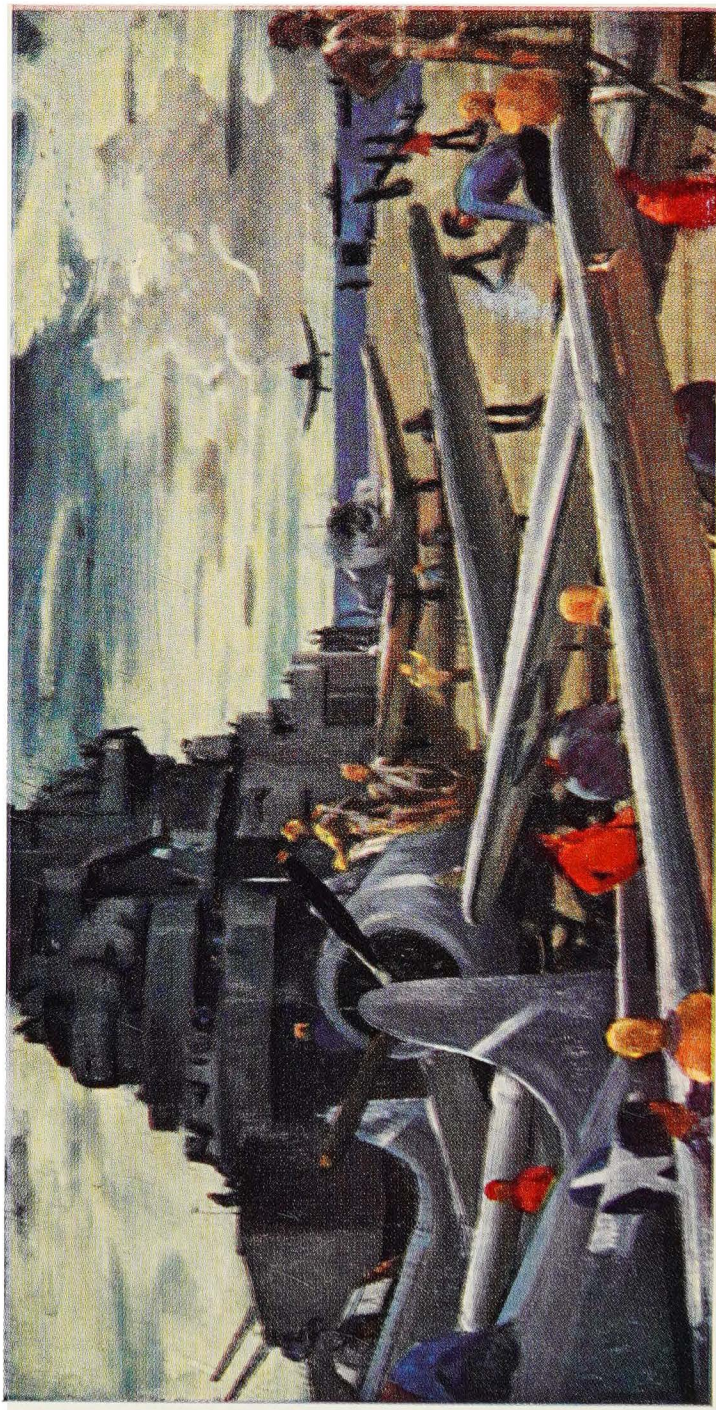




*VI. Divine Services before the Invasion of Bougainville*

by Lieutenant William F. Draper USNR





*VII. Planes Return*

by Lieutenant William F. Draper USNR





*VIII. D-day minus One Bombardment of Saipan*

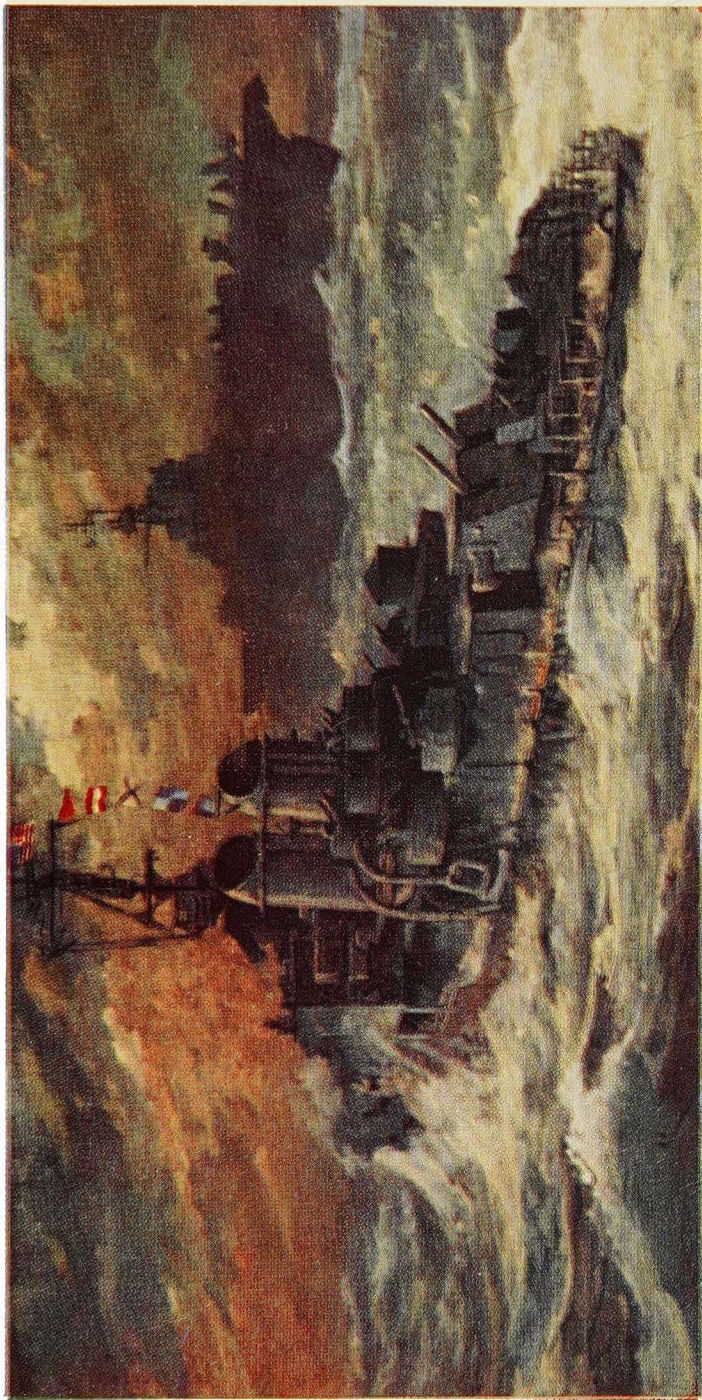
by Lieutenant William F. Draper USNR





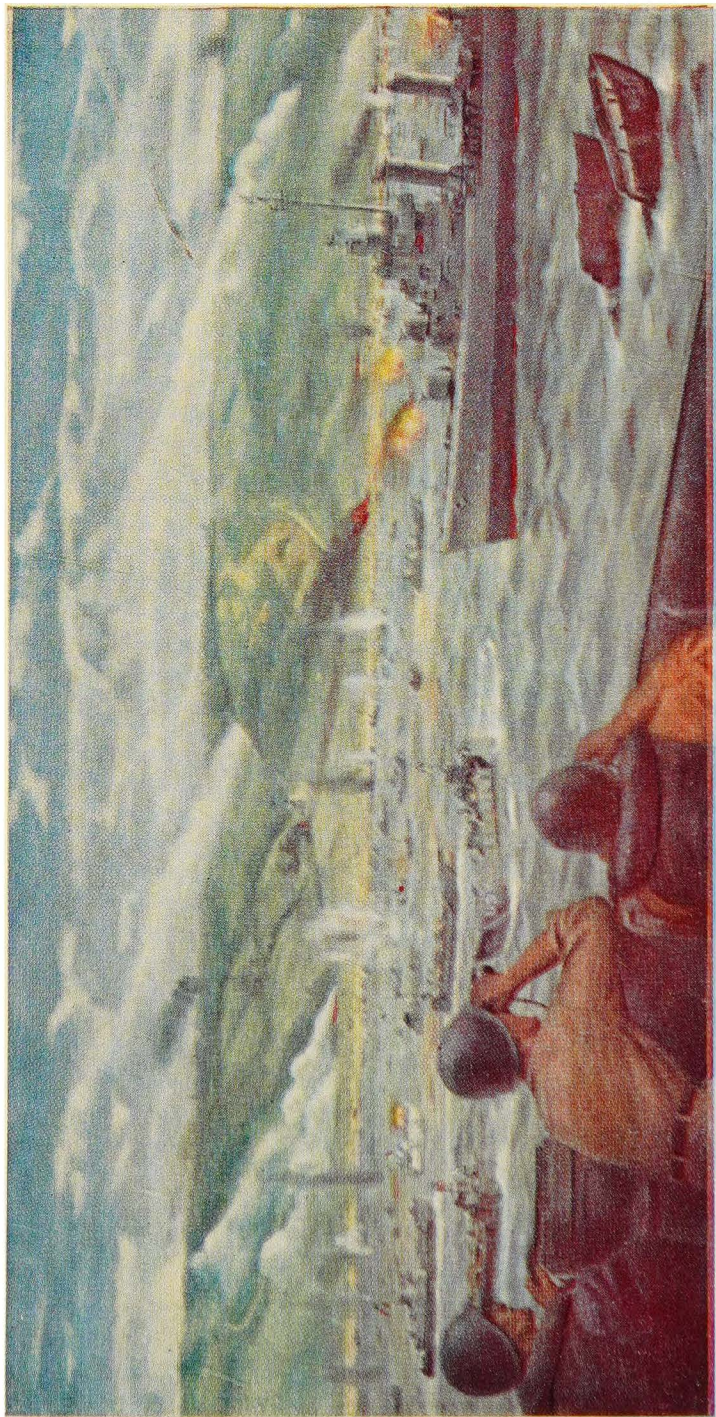
IX. *Assault Wave, Salerno*  
by Lieutenant Mitchell Jamieson USNR





X. *Escort Carrier and U.S. Destroyer* Charles R. Ware  
by Thomas C. Skinner





*XI. The Battle for Fox Green Beach, Omaha*

by Commander Dwight C. Shepler USNR





## XII. *Battle off Samar*

by Commander Dwight C. Shepler USNR

Counterattack by escort carrier's screen; destroyer *Heermann*, center; battleships *Nagato*, *Haruna*, left; salvo from *Yamato*; destroyer *Hoel* sinking, right; cruisers *Tone* and *Chikuma* firing, right rear





*XIII. San Fabian Attack Force, Luzon*  
by Commander Dwight C. Shepler USNR

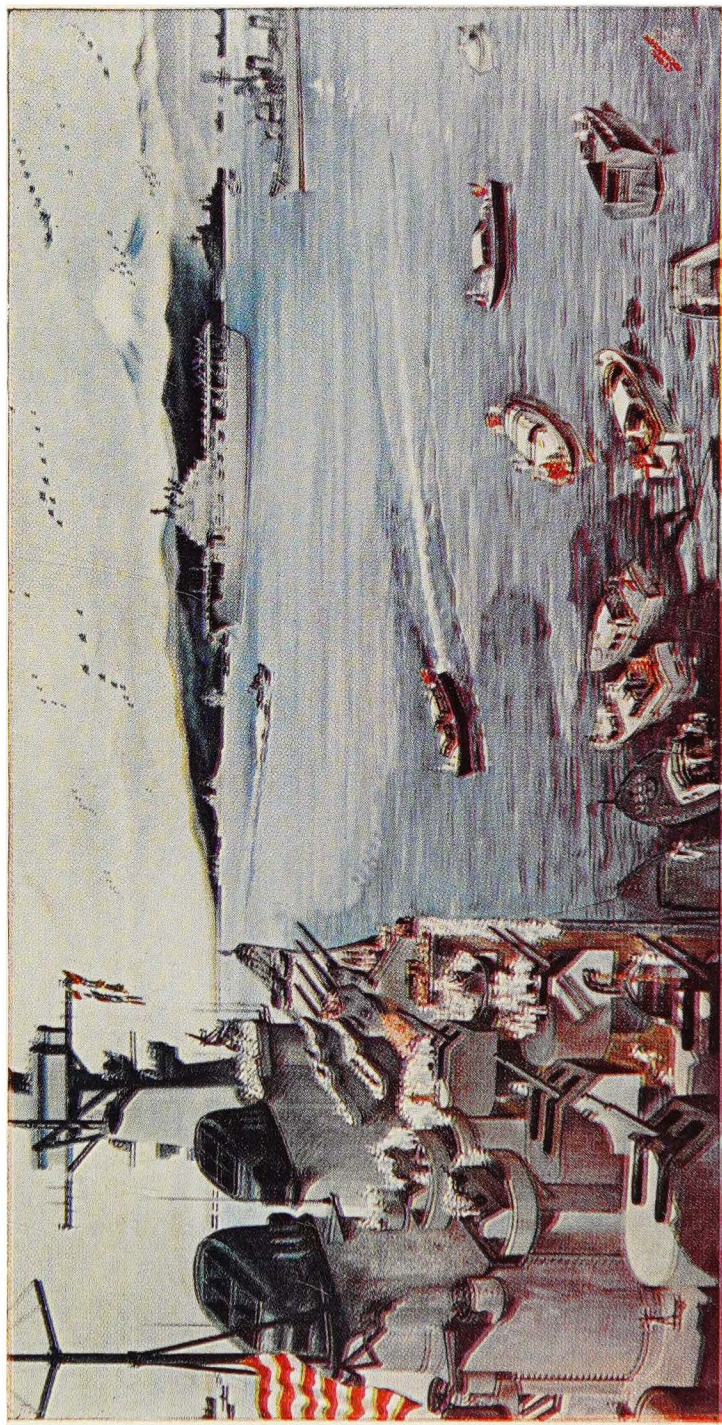




*XIV. D-day plus One, Green Beach Two*

by Lieutenant Mitchell Jamieson USNR





## *XV. Surrender*

by Captain Gerard Richardson USNR

Japanese barge brings surrender party to U.S.S. *Missouri*

*PART III*

## Cumulative Errata List

*For Vols. I–XIV*



SINCE the General Index refers to the latest edition or printing of each volume, it may occasionally mislead readers who possess a first edition or an early printing. We have, therefore, provided this list of all important errata that so far have been detected.

Included are errors of fact, or of opinions which have been revised as a result of better knowledge. Minor errata such as errors in spelling (except of proper names), punctuation, and rephrasing to improve the style are not included. Some errata in this list, especially in Vols. XII–XIV, were discovered too late to be corrected in the latest 1961 printings; but as they will be corrected in future printings, they are here included.

Errata in the volume indexes are not mentioned, since it is presumed that readers will use the General Index.

### Volume I: *The Battle of the Atlantic*

<i>Page</i>	<i>Line</i>	
4	8–9 up	Correct score is 57 in service, of which 46 were ready for combat; and 30 of these were 250-tonners.
“	n. 4	<i>Maass</i> and <i>Nürnberg</i> are correct.
15	2	Correct reading is: 60° W. to lat. 20° N. (Note “to” between “W.” and “lat.”)
“	n. 26	<i>Truxtun</i> is correct.
30	foot	Not “whom Pétain appointed” but “appointed in 1939.”
31	1	Not “106” but “112.”
32	n. 8	Admiral Spruance’s initial: “A.”
33	2	Correct reading: “. . . and by Patrol Squadron 51, twelve PBYS under . . . Commander W. J. Mullins, based at San Juan.”

Page	Line	
33	n. 10	Robert did not surrender, but was relieved by a Free French high commissioner 14 July.
34	10	The correct date is 9 September 1940, which was three days after the air assault began.
53	6 up	The correct name is Sir Percy L. H. Noble.
63	4 up	The submarine was <i>U-69</i> .
77	13	August 1941 is correct date for Army units' arrival.
79		It was <i>U-652</i> that attacked <i>Greer</i> .
84	13	Correct place is San Juan, P. R. (not "Port of Spain").
"	n. 18	Add that the Navy prize crew shared the salvage money.
85	1, & n. 21	Cinclant ordered ships darkened 15 July 1941.
90	14 up	The destroyers returned to "Momp" to pick up other convoys.
93		<i>Kearny</i> was torpedoed by <i>U-568</i> ; <i>Broadwater</i> by <i>U-101</i> .
94		<i>Reuben James</i> was torpedoed by <i>U-562</i> .
95	12-15	The explanation is that the Naval War Staff, despite Doenitz's protests, diverted U-boats to escort and weather missions, and merchant vessel concentrations in the Mediterranean.
108	15	Change "naval oilers" to "battleships."
109	add to par. 1:	"Destroyer <i>Stack</i> (Lieutenant Commander Isaiah Olch) made two depth-charge attacks which sent <i>U-132</i> home for repairs."
109	12	The correct name of this convoy was WS-12X.
126	11 up	Not "fifty" but "25" U-boats.
128	top photo	Taken on <i>Wichita</i> (not <i>Washington</i> ).
129	n. 21	Occasionally a U-boat held up a small freighter to get fresh fruit, but there were no enemy agents.
130	n. 23	Add that <i>Esso Bolivar</i> made port owing to fine damage-control by her merchant crew and Navy salvage experts.
133	9 up	<i>U-754</i> sank the tugboat and barges.
"	n. 29	<i>U-552</i> sank <i>David H. Atwater</i> .
134	1	Not "evidence" but "suspicion." <i>U-126</i> sank <i>Hanseat</i> .
135	11	Not "145-foot" but "165-foot."
"	5-2 up	<i>U-128</i> was the first and <i>U-504</i> the second U-boat to enter this area.
138	4, 5	<i>Boutwell</i> and <i>Woodbury</i> were 125-footers, and the other four cutters 165-footers.

Page	Line	
145	16	It was <i>U-161</i> (Kapitänleutnant Albrecht Achilles, nicknamed "Ajax") that did all the damage at Castries and Port of Spain.
146	14, 15 up	Not "in March," but "shortly"; and the work was well along in May.
147	10	Not "Cocorite" but "Carenage."
151	9 up	<i>U-68</i> sank <i>Merrimack</i> .
152	6	Add that <i>U-504</i> , <i>U-172</i> and <i>U-161</i> were also in the area.
153	11, 12	This submarine was <i>U-161</i> , Capt. Achilles.
"	16	Not "three" but "five."
154		Add that <i>PC-460</i> accidentally rammed and sank U.S.S. <i>S-26</i> off the Canal 25 Jan.
156	15	<i>Rockefeller</i> was escorted by Coast Guard Cutter No. 470 and one plane.
181	8	"Nine or more" British ships (not "six to nine").
187	n. 32	Capt. Frankel's middle initial is B.
188	4, 5	There was only one French corvette, but eight British escorts.
200	14 up, }	<i>U-584</i> operated off Ponte Vedra.
282	n. 15 }	
213	3 up	<i>Rathburne</i> is the correct spelling.
228	11 up	These were not the first sets but a new type.
232	3	McDaniel's rank was Lt. Cdr.
235	4	Not "Cruising" but "Maximum" speed; delete the †.
240	7 up	This squadron was not Hudsons but Kingfishers.
"	n. 52	Not "Truculent Turtle" but "2-engined Neptune."
249	16	Lt. Neff's initials are H. L.
258	facing	The Trinidad base shown was at Teteron Bay.
265		Delete paragraph beginning "This record," and insert new paragraph:

The very unfortunate sinking of the 2880-ton French submarine *Surcouf* occurred 18 February 1942 about 80 miles north of Cristobal. She was en route to Tahiti and in Bermuda had received onward-routing instructions to the Panama Canal. On a pitch black night, S.S. *Thompson Lykes*, steaming independently, reported striking and running down a partially submerged object which scraped along her side and keel. Her lookouts heard shouts from the water and she carefully searched the area, but found no survivors. Although the evidence is meager and entirely circumstantial, it seems certain



Page      Line

- that *Surcouf* was then rammed and sunk, for she disappeared about that time and place and none of her officers and men were ever heard from again.
- 282      12      President Roosevelt proposed this.
- 283      1      Not "already had a similar machine gun" but "had similar equipment, gear, and . . ."
- "      18-26      More details of loss of *Atik* have come in from German sources. *U-123*, Kapitänleutnant Hardegen, did it. After the first torpedo hit her, *Atik* dropped false bulwarks and opened fire, making hits and killing one German. *U-123* closed after dark and sank the disabled ship. There were no survivors.
- 283      5-7 up      The name of *Asterion's* C.O. was Legwen.
- 284      2nd para.      Add that *Eagle's* sister ship *Foam* was sunk 17 May 1942 off Nova Scotia by *U-432*, and that *Eagle* remained a Q-ship after her name was changed.
- 286      9, 10      "Had been persuaded to launch" (not "himself had initiated").
- "      14      The correct number lost is 141.
- 287      n. 18      The correct designation is AMc, and they were minesweepers (not transports).
- 288      16      *U-432* sank *Foam*.
- 295      last      The cadets were commissioned Ensign, and many were given active duty in the Navy.
- 296      n. 14      Correct reading: The total number of merchant seamen in training, 1 Sept. 1942, was 1427; by 31 Dec. 1943, 10,590 more arrived for training; total number of graduates was 6628; 2856 were disenrolled and 2533 were still in training at end of 1943.
- 326      8-17      Delete "The escort commander . . . January, 1943," and substitute:  
             Most of January's attacks were confined to Convoy TM-1, consisting of nine tankers and four British corvettes, bound from Trinidad to Gibraltar, which encountered a wolf-pack of about 9 U-boats. In four days' fighting, between 3 and 10 January, this convoy lost seven tankers. This was the highest percentage of loss inflicted by U-boats on a convoy during the war. Cominch promptly shifted two long-range antisubmarine plane squadrons to North African fields to provide air cover over this dangerous area.
- "      2 up      Admiral Davidson's middle initial is A.
- 332      10 up      Greenspun is the correct spelling.

Page	Line	
333	10, 11	Not "the merchant crew . . . good advantage" but "abandoning ship. A terrific list kept most port lifeboats from being launched."
"	20	Add: "Four Army Chaplains, Rabbi Alexander Goode, Father John P. Washington, Reverend George L. Fox and Reverend Clark V. Poling, gave up their lifebelts to soldiers and went down with the ship."
334	3	Not "904" but "906"; not "299" but "229."
"	n. 36	Not "605" but "677."
336	9, 10 up	Not "ninety" but "thirty" minutes. Not "the seamanship . . . emergency" but "she lacked compartmentation: progressive flooding took charge and she sank stern first."
"	5-8 up	Abandonment was orderly. Nine out of ten lifeboats got into the water, but capsized or were overloaded.
336	2-4 up	Not "sad instances . . . are wanting" but "fortunately the only instances of what could happen to any troop transport torpedoed at night in mid-Atlantic during winter weather."
360	13 up	24 destroyers (not 16).
"	n.	Add: H.M.S. <i>Audacity</i> had performed similar duty the previous autumn but was sunk escorting a Halifax-Greenland convoy in December 1941.
361	5, 6	Not "engaged in reconnaissance" but "still chasing the earlier flight of high-level bombers."
"	14, 12 up	"Eight" (not "six") ships; 8 (not 15) torpedo planes.
378	14	<i>Camaquam</i> is the correct spelling.
382	2 up	Patrulha and Araujo are the correct spellings.
383	1	Soares is the correct spelling.
384	2 up	Add that <i>Karin</i> sank.
397	14	"Motorship" (not "tanker").
397	14 up, &	} Borum is the correct spelling.
398	3	
398	9 up	
399	4	The name of the cadet was Edwin O'Hara.
		Raider "J" was armed with one 3-inch and six 5.9-inch guns.
403	2 up	"T-3" not "C-3."
409	7 up	Not "1943. Much" but "1942-43. More."
418		Note that Comdesdiv 60, Cdr. John B. Heffernan, was on board ELLIS.
419		Appendix VI (roster of the Atlantic Fleet) has been added to later printings.

Volume II: *Operations in North African Waters*

Page	Line	
xii	List Ills., & }	The flight deck is <i>Ranger's</i> . January (not "the spring"). April (not "February"). The U-boat was No. 161, and the date was 17 July 1942.
31	facing	
10	foot	
12	17	
13	n. 18	Correct number of Americans was 10,000. Amphibious Force Atlantic Fleet was an assault force with training responsibilities. Under ELLYSON insert: "Desdiv 20, Capt. T. L. Wattles." C.O. of FORREST was Lt. Cdr. M. Van Metre. Add note:
17	3 up	
34	21, 22	
39	center	
42	foot	A short time before Task Force 34 sailed, President Roosevelt called General Patton and Admiral Hewitt to the White House. To avoid notice and comment by the press the Army and Navy leaders were admitted at different entrances and brought together by devious routes in the anteroom of the President's office. They discussed the forthcoming operation and the President wished them both "God Speed."
50	8	
55	4 up	
65	last	
"	n. 23	The correct number is 19,870. The correct name of the French general is Charles Mast. (Also on pp. 184-5, 205, 216.) Delete "Not to be confused with." Gen. Mast was given only the date. The name of this general was Henry-Martin. Delete para. beginning "During." Note 29 should read as follows:
66	n. 26	
67	7	
69		

At 0130 Greenwich (0230 French) time, half an hour after Michelier had telephoned to him about the leak. In this conversation, according to my French informants, the General, being under duress, ordered the Admiral to take over the Morocco theater command. Michelier had already received an informal warning from Vichy at 0050, and at 0250 (both Greenwich time) he received official notice of the landings at Oran, from Admiral Rioult at that place, in plain language.

Page	Line	
70	4	Michelier was dependent upon Noguès.
71	7	Not "after sunrise" but "almost 0300."
"	n. 30	Correct reading: The French guarded their own military communication frequencies and did not normally cover other channels or listen to Allied broadcasts.
73	2, 6	<i>Hogan</i> was a minesweeper.
78	18	<i>Palmer</i> was the ship that knocked them out.
86	14 up	The regiment was the 30th Infantry.
87		Add following note on French chain of command furnished by Service Historique de la Marine: General Juin was C. in C. of all French forces in North Africa. Under him were three theater commanders: — General Noguès for Morocco, Atlantic side; General Koeltz for the rest of Morocco and Algeria, and General Barre for Tunisia. Under General Noguès were four sector commanders, of which General Henry-Martin commanded the Safi-Mogador, Vice Admiral Michelier the Casablanca, and General Dody the North Morocco sectors. The principle of unity of command over all arms pertained in each sector and in each area; but Michelier was dependent directly on the Admiralty at Vichy in respect of his command over naval vessels.
89	6	The strafing was effective.
96	2, 3 up	Not "exploded" but "penetrated."
"	n. 14	Correct name is Barthes.
97	7	Not "forty-eight" but "about eight" hours.
98	6, 7	Not "The cruisers . . . hits on" but "Around 0745 bombing planes and warships' projectiles sank three . . ."
"	8	Not "possibly" but "also."
99	13	Not "light cruiser . . . until 1000" but " <i>Milan</i> . Light cruiser <i>Primauguet</i> sortied last, at 0900."
101	n. 27	Correct second sentence is: French sources state that this cruiser opened fire on <i>Massachusetts</i> at 0935.
104	7	<i>Méduse</i> fired these torpedoes.
"	last	Not "Not over a" but "about three."
106	4	The salvo from <i>Massachusetts</i> missed; <i>Boulonnais</i> was sunk by a full salvo from <i>Brooklyn</i> at 1112.
"	6 up	Not "five" but "three."
"	n. 33	Mordal <i>La Bataille de Casablanca</i> is authority for the

Page      Line

time. The ship on fire at 1109 was *Boulonnais*. The four "hits" by *Massachusetts* turn out to have been near-misses.

Replace last sentence of note by:

Prof. R. G. Breckenridge of M.I.T. observes that fluorescin, the dye for green coloration, shows red in the splash when viewed by transmitted light, which may resolve this dilemma.

110      n.      *Méduse* was bombed and damaged by carrier planes on 8 and 9 Nov.

119      5      The volunteers from the Norfolk city (not naval) prison were merchant seamen.

121      n. 11      Last 2 lines should read: We now know that Port Lyautey was alerted by orders from Casablanca received at 0325.

130      9      Correct reading: Destroyer's mission was to land the raiders at Port Lyautey airdrome.

137      5 up, & }      "Nine or ten" (not "Nineteen").  
143      6      }

138      5, 6      There were no guns in the old fort.

144      3      Add "The correct course was also given him by *Mervine*."

145      8      *Mervine* gave the "Batter Up!"

148      1, 2      Few men were hit and none killed.

149      n. 22      Add "Col. E. H. Randle USA gave the order."

150      5      Not "the word got through" but "because of a false report" that Gen. Henry-Martin . . .

151      11 up      This plane bombed *Méduse* after she had beached.

154      3, 4 up      Correct reading: "She and other transports served as hospitals for the *Harris* beach party."

155      7-9 up      The Mazagan garrison received the cease-fire order from Casablanca.

162      17      Not "125-mm (4.9-inch)" but "90-mm (3.7-inch)" anti-aircraft batteries.

167      6 up      *Tonnant* was the submarine.

170      3-5      Not "1200" but "400" yards' range.

171      6-13 up      *U-130* approached inside minefield, fired 4 torpedoes from stern and 1 from bow; all 5 made hits on the named transports.

183      13-15      Admiral Esteva would have coöperated with the Allies had they landed at Bône.

184      5, 4 up      Correct date is 29 October, which gave Gen. Charles (not "René") Mast 9 or 10 days.

Page	Line	
187	6	Admiral Fenard was secretary general of French North Africa.
191	n. 4	Add "They landed at Arzeu — see p. 231 below."
208	2-9 up	There is no longer any doubt that Pétain favored the Allied landings. See also p. 219 n.
216	12 up	Darlan sent his cease-fire order at 1120, 10 Nov.
219		A new paragraph has been added to later editions, giving more detailed evidence as to Pétain's secret messages to Darlan, which caused the Admiral to order his cease-fire and to coöperate. Reference: Admiral Auphan <i>Les grimaces de l'histoire</i> (1951). Saint-Grégoire (not "Fort Lamoune") was the objective.
225	12	
231	8, 22	There were four companies of Rangers.
233	2 up	Add "with the aid of naval gunfire" after "1330."
239	last	The battleship was <i>Strasbourg</i> .
240	3	Laborde never received Pétain's orders.
"	16	<i>Provence</i> was the battleship (cf. Vol. XI 287).
"	17	Five subs. sortied; 3 joined Allies.
213	10	} The correct spelling is Derrien.
241	8 up &	
"	17-19 &	} There is now no doubt that Admiral Esteva was merely the victim of what Churchill called "the cataract of events."
242	1-9	
243	7	Bougie was Anderson's port of debarkation.
245	8 up	The name of No. 41 was <i>Le Conquérant</i> .
247	11 up	Capt. Sullivan was then in New York salvaging <i>Lafayette</i> (formerly <i>Normandie</i> ).
260	n. 19	Not "Sir John Cunningham" but "Vice Adm. A. J. Power RN."
263	n. 24	This engine was developed by Packard for aircraft in the 1920's.
274	1-4 up	Correct reading: All were operated by the Royal Navy; the British Flag Officer, Tunisia, had headquarters at Bizerta. The U.S. Navy, however, used a small dry dock at La Goulette in Tunis Bay, and used the French submarine and seaplane base in the inner harbor of Bizerta, as an advanced amphibious base.
275-80		Chapter XII has been so much changed from the first printing that it is not possible to indicate corrections here. The 1961 printing contains these changes.



Volume III: *The Rising Sun in the Pacific*

Page	Line	
Frontispiece		Adm. Hart's middle initial is C.
7	7	Not "Yamamoto" but "Shimada."
14	1-3	The new cabinet formed under General Hayashi lasted until June, when Prince Konoye, who was unable to resist the militarists, became Premier.
17	4-5	Correct reading: An advanced Army unit notified naval authorities that Chinese troops were fleeing the capital in ten ships.
"	15-16	Twelve more planes bombed and nine fighters strafed.
18	n. 15	Add: that the fliers neither recognized <i>Panay</i> nor were informed of her presence; they thought they were bombing enemy troops escaping up-river in Chinese merchant ships. (See art. by Cdr. M. Okumiya, who led the dive-bombing attack, in U.S. Nav. Inst. <i>Proc.</i> June 1953.)
26		Admirals commanding Second, Fourth and Fifth Fleets were Kondo, Inouye and Hosogaya, respectively.
69	2, 3	The Imperial Conference did this.
71	4 up	This was concluded on 10 Nov. by General Terauchi and Adm. Yamamoto.
76	4 up	"Ozawa's" expeditionary force (not "Kondo's").
80	4 up, 84 9, 86 10 }	Correct date of Yamamoto's order is 5 Nov.
83	14	The U.S.N. then had eight carriers.
"	18-19	The correct date is 10 September.
84	2 up	There were 27 (not "20") submarines.
85	13-20	Correct numbers of planes are: Total, 423; C.A.P., 30; reserve, 40; 353 attacked (140 Kates, 131 Vals, 79 Zekes); 13 float planes. Of these, 29 were lost.
86	10	The correct date is 5 Nov.
"	12	Not two days "later" but two days "earlier."
"	12 up	Rear Adm. Ugaki is supposed to have made this speech.
87	table	Not "CVL" but "CV"; and not "AKEBONO" but "SAZANAMI."
88	1-15	Carriers <i>Hiryu</i> and <i>Soryu</i> were 726 ft. long, rated as CV, larger than U.S.S. <i>Wasp</i> . The CAs displaced 14,070 and the DDs 1900 tons each.
89	14	The destination was announced at sea, on 2 Dec.
90	14	The fleet sailed at 0600.

Page	Line	
94	3 up	The commander's name was Itaya.
95	11, 12 16	There were 27 submarines, and 5 joined later. Most of them were long-range.
96	1	Insert "I-26 and I-10 broke off, one for the Aleutians, the other to watch Samoa and the Fijis."
98	4-7	Seven were ordered to West Coast to join scouts I-26 and I-10, already there. I-70, sunk by <i>Enterprise</i> , was not one of these.
101	last, and n.	1364 days of war; the formal surrender V-J Day was 2 Sept. 1945.
103	last	The correct name is Roman L. Brooks.
121	8-9 up	Correct reading: "So impaired by bombing that one gun which did not get the word started a panic of firing . . ." (Delete "Commander Young.")
139	2	The correct date is 1940.
143	1-2	Corrected score is: <i>Okla., Tenn., W. Va. &amp; Calif.</i> sunk; all but the first raised; <i>Nev., Md. &amp; Penna.</i> damaged.
146	2	<i>California</i> also participated.
155	6-7	Last 2 sentences of para. should read: <i>Harrison</i> , overhauled by a Japanese cruiser on 8 December, was run aground to avoid falling into enemy hands. Salvaged and operated as <i>Kachidoki M</i> , she was torpedoed by <i>Pampanito</i> 12 Sept. 1944.
158	table, <i>sub-marines</i>	The middle initials of Shane, Wallace, Freeman, Stone and Burnside are L.
159	table, <i>mine-sweepers</i>	Lt. Cdr. E. R. J. Griffin commanded the minesweepers; the C.O. of <i>TANAGER</i> was Lt. Cdr. E. A. Roth. Add under tables: "4th Marine Regiment and Navy Yard Marines."
160	4-5 up	Third Fleet included a supporting force of carriers, cruisers and destroyers.
161	table	Add <i>ASAKAZE</i> and <i>MATSUKAZE</i> to Takahashi's force; under Hirose's force there were 9 chasers plus 2 gunboats, plus 9 SCs; replace <i>HAYATAKA</i> by <i>KUMAKAWA</i> under Hara; change "Minelayers" to "Minesweepers" and shift asterisk to No. 19.
162	1st table, 3rd col.	The first line were minesweepers; under them were 9 Subchasers and 6 Transports.
163	1st table 3rd col.	l. 3 should read "5 Transports, 2 PCs"; Under <i>Co-operating Army Air Forces</i> : 48 Reconnaissance, 72 VF, 27 heavy VB planes.
169	9	<i>Ryujo</i> was then 100 miles E. of Davao.

Page	Line	
171	10-11 up	52 Zeros and 81 bombers is the correct number.
172	4 up	<i>Peary</i> was towed clear by <i>Whippoorwill</i> .
174	n.	Add that Rear Adm. Hara's flagship <i>Natori</i> was damaged.
176	6	The correct hour is 1340.
"	4-5 up	Nishimura's force comprised 4400 troops in six transports.
177	3 up, 10 up & n.	} The correct spelling is <i>Wheless</i> .
180	n.	
181	13 up	It now appears <i>Ashigara</i> was attacked by Kelly 10 Dec.
"	7 up	Not "Twelve" but "Two" days after the Lingayen Landing . . .
182	9, 10	The Lamon Group's escort was a light cruiser, 4 de-
184	8-10	stroyers, and a small craft.
184	n.	This happened on the afternoon of the 23rd.
190	11	The correct roster of the garrison is 36 naval offi-
193	4-5	cers, 6 warrant officers, 5 naval nurses, 230 enlisted
195	n. 5	men, 153 Marine officers and men, 246 Chamorros.
199	2, 3 up	The composition of the enemy force was 4 CA,
206	3	4 DD, 4 AM, 2 gunboats, 6 SC and 2 tenders.
"	10, 11	There were almost 100 bombers.
222		Glassford's force departed Cavite for Balikpapan.
236	3	Add: "S.S. <i>George G. Henry</i> stayed; retired with
241	19	the fleet."
242	n. 26	Homma's staff was shaken up, but he was not re-
243	n. 29	lieved.
		The submarine was <i>Spearfish</i> .
		In addition to <i>Quail</i> , <i>Pigeon</i> , 3 river gunboats and
		2 tugs were left. Bombs sank <i>Mindanao</i> and <i>Pigeon</i>
		next day; the others were scuttled.
		Add note to this effect:
		"During the three months after 7 Dec. the Japa-
		nese reconnoitered Pearl Harbor with planes from
		the following submarines: <i>I-7</i> at dawn 16 Dec.; <i>I-19</i>
		by moonlight 4 Jan.; and <i>I-9</i> on night of 23 Feb.
		1942.
		These 18 planes were Brewster Buffaloes.
		The correct date is 20 Dec.
		Certain tanks had been water-filled to offset weight
		of island structure.
		Add that Admiral Fletcher was ordered by Cinepac
		to fuel when and where he did, because it was then

Page	Line	
		hoped to have Admiral Brown's task force join him, and Brown had to know where to find him.
245	6 up	Abe's first name is Hiroaki.
258	11	The submarine was <i>I-73</i> .
262	8 up	Only the Roi attack was unsuccessful.
263	11	The score was transport <i>Bordeaux M.</i> and an SC sunk, net tender <i>Kashima M.</i> , gunboat <i>Haya M.</i> , transport <i>Nagata M.</i> , minelayer <i>Tokiwa</i> (9240 tons), light cruiser <i>Katori</i> , <i>Kanto M.</i> (8600 tons) and other vessels damaged; 18 planes destroyed; 90 men, including Rear Adm. Yashiro, killed.
265	18	Canton Island is correct.
267	facing	Lower photo is of <i>Indianapolis</i> .
268		Add note to this effect: On the night of 5 March two "Emily" flying boats raided Pearl Harbor. Departing Wotje, they refueled from three I-boats at French Frigate Shoals. Army radar stations detected their approach, but poor visibility over Oahu prevented their being spotted. One dropped bombs on a barren hillside six miles east of Pearl; the other dropped hers in the sea.
272	9 up	J. G. Olsen USNR was master of <i>George G. Henry</i> .
273	table, <i>Submarine</i>	Asterisk: *K-16, *K-17, *K-18; *O-16, *O-17, *O-20. Add that U.S.S. LARK and WHIPPOORWILL operated under R.N.N. till 1 Mar.
"	2 up	J. Ozawa's command was the Southern Expeditionary Fleet.
274	11 up (BASE GROUP)	AK TSUKUSHI MARU is correct spelling (not CHIKUSHI).
276	4 (ESCORT GROUP)	Third in 2nd col. is CL SENDAI (not DD KAWAUCHI).
279	last sentence	Add that Adm. Hart experienced unusual difficulty in carrying out his command functions over forces afloat. (His service base was at Port Darwin, 1200 miles eastward.)
280	11, 12	The correct date is 15 Dec. 1941; "the 11th" means Jan. 1942.
281	1	These 28 planes took off from Davao.
290	10	<i>Tsuruga</i> was sunk by <i>K-18</i> before midnight.
296	14	The decision was made by Field Marshal Wavell.
297	1	Correct reading: "dispatched seaplane carriers <i>Chitose</i> and <i>Mizuho</i> " (not " <i>Zuiho</i> ").

Page	Line	
305	11 up	The correct date is 5 Feb.
308	10, 12 up	Add carrier <i>Ryujō</i> and light cruiser <i>Sendai</i> to Ozawa's force.
"	7-8 up	Hashimoto commanded the advanced echelon, Capt. Kojima the 14 APs.
315	12 up	This ship was seaplane carrier <i>Mizuhō</i> .
316	2 up	Correct reading is: "took off for Kendari and Ambon. The three forces, 242 planes strong . . .
317	10 up	The Army transports were anchored.
"	5, 6 up	These ships were the Australian <i>Manunda</i> , two Australian sloops, tanker <i>Benjamin Franklin</i> , and an Australian troopship.
318	16	Lieutenant Lester A. Wood was in temporary command of <i>Preston</i> .
319	4, 5	The length of the attack was 45 minutes.
"	17-21	Not "A Brazilian merchantman" but "Tanker <i>British Motorist</i> . . . escaped" (not "were sunk"). The two corvettes and a Norwegian tanker, <i>Benjamin Franklin</i> , were hit (not "sunk").
"	22	<i>Meigs</i> and <i>Mauna Loa</i> were anchored.
"	n. 10	The master's name is Link.
320	2	The score was 8 ships lost and 9 damaged.
321	3 up	Kubo commanded the Bali force.
324	n.	19 (not "33") survivors is correct.
329		<i>Tromp</i> was not in this phase of the battle.
333	12 (Division	
	59, 3rd ship)	W. C. Blinn was C.O. of POPE.
"	1-3 up	Surface Group was: CA ATAGO, MAYA, TAKAO; Destroyers NOWAKI, HAGIKAZE, MAIKAZE, ARASHI.
334	table	Add to Carrier Group: CV SHOKAKU & ZUIKAKU, BB KIRISHIMA, CA TONE & CHIKUMA, CL ABUKUMA, and 9 DDs.
	CARRIER	
	GROUP	
	EASTERN	Under <i>Destroyer Squadron 2</i> , KAWAKAZE (not ASASHIO); YAMAKAZE (not AMATSUKAZE). Vice Adm. Ozawa in CA CHOKAI commanded Western Attack Group; Kurita's 4 CA were MOGAMI, MIKUMA, KUMANO & SUZUYA.
	ATTACK	
	GROUP	
335	8	} Vice Adm. Ozawa commanded this group.
384	7	
385	7	
335	16	He departed 23 Feb.
"	17-18	Takagi had 3 cruisers and 7 destroyers.
337	8	Add that there were also in Java about 7000 British and Australian and 541 American soldiers.

<i>Page</i>	<i>Line</i>	
341	9	Adm. Helfrich gave the orders.
363	7, 9	<i>Sea Witch</i> , Lt. Cdr. J. M. Hatfield, did discharge her planes. <i>Langley's</i> planes were Warhawks.
379	4	<i>Lark</i> , <i>Whippoorwill</i> and <i>Tulsa</i> got through.
384	18	91 VB and 38 VF is correct.
"	2 up	<i>Hermes</i> had no planes on board.
389	2	These Army planes were B-17s.
392	3 up	Capt. E. M. Zacharias was C.O. of SALT LAKE CITY.

Volume LV: *Coral Sea, Midway and Submarine Actions*

11	last	Add that it was not under Inouye's command, nor was the 25th A.F. mentioned on p. 14, 8-10.
15	9 up	Middle initial of Adm. Sir John Grace is G.
"	2 up	Doolittle's planes were Mitchells.
18	9, &	} Correct name of C.O. Support Group is Marumo.
22	5 up,	
29	12,	
32	15,	
39	last,	
40	3 up	} Add "and air unit of <i>Kiyokawa</i> ."
"	11	
31	8 up	Not "next day" but "too late."
32	8	Takagi, however, had plenty of intelligence by radio.
"	n. 24	Correct time is 0900 May 7.
36	3 up	Correct date is 17 May.
38	2 up	These planes were B-17s.
49	10 up	<i>Yorktown</i> planes sighted enemy at 1100.
52	8	"Seventy" planes (not "ninety").
56	table,	} 8 VF is correct.
	col. 1	
	col. 2	
	col. 3	22 VB is correct.
		17 VF, 46 VB is correct.
57	1	<i>Lexington</i> attack began at 1136.
"	2	<i>Yorktown</i> attack over at 1100; <i>Lexington's</i> over, 1140.
77	13 up	Not "after nightfall 5" but "at dawn 6" June.
81	3 up	<i>Yorktown</i> sailed 30 May.
85	facing	On caption, officer called Lt. Moulton is really Lt. Cdr. S. E. Burroughs.
89	4	"Ichiki" is correct name of Army Detachment.
91	14	Howard H. Good was C.O. of NEW ORLEANS.
"	n. 43	Change "L." to "Lt." W. J. Widhelm.



Page	Line	
92	10	Brockman's middle initial is H.
"	6 up	Kimes's middle initial is E.
"	2 up	Capt. Tyler was not killed.
93	2	Hale's middle initial is H.
112	6	Brockman's middle initial is H.
116	9 up	} <i>Hornet's</i> attack group Commander was Cdr. S. C. Ring.
117	15	
126	facing	The <i>Nachi</i> class is cruiser <i>Ashigara</i> .
132	8	The message came from Nagumo at 0847.
136	7 up	Gallaher led the dive-bombers.
176	3	Correct reading is: "Ryujo's, which got through . . ."
"	13	They started "shortly after 0807."
178	n. 34	Correct score is 2 VB and 1 VF shot down, 2 VB lost on return flight; <i>Ryujo</i> lost 1 VF.
226	3	Munson's middle initial is G.
252	2	Add "and Christmas Island."
"	9 up	Adm. McCain's middle initial is S.
253	9 up	Correct spelling is Chamberlin.
254	8, 9	Seabees and Marines helped the soldiers.
"	3 up	Not "except" but "not even" old Anzac Task Force 44.
265	8 up	Not "eight" but "nine" cargo ships.
"	n. 4	<i>Lipscomb Lykes</i> is one ship (not " <i>Lipscomb, Lykes</i> "); add <i>George F. Elliot</i> and <i>Barnett</i> .
267	19	Not "Kenney's" but "Brett's."
276	4	Delete <i>Salt Lake City</i> ; add CL <i>San Diego</i> .
278	last	Delete "in <i>Chicago</i> "; insert "augmented by two carrier teams."
281	6, 7	Fletcher <i>had</i> been ordered not to do this.
283	6 up	The correct date is 7 August.
285	1	It was sunk by a carrier's Wildcat.
293	4	This hit did considerable damage.
294	3 up	Not "high speed" but "13.5 knots."
295	11	Nine torpedo-bombers passed through.

Volume V: *The Struggle for Guadalcanal*

4	1, 2 up	The NW, not NE, trade winds blow from Nov. to March.
23	13	They were used for short searches only.
24	5	The PBY was sent from tender <i>Mackinac</i> , then at Malaita.
25	n. 10	Turner received it about an hour later.

Page	Line	
29	5-8 up	Turner had tactical command of all vessels off Guadalcanal, and Scott of those off Tulagi. The remaining 18 transports ( <i>Elliott</i> being then on fire and sinking) intended to continue unloading all night.
43	13	It was a shell from <i>Quincy</i> that burst in chart room; one of those mentioned on p. 45, l. 12.
115	11	The date of this conference was 28 Sept.
"	3 up	Not while the conferees were talking, but on 4 Sept.
116	9-10	VII 'Phib was authorized 7 Sept.
117	10 up	Not "Almost at that very moment" but "Over three weeks earlier."
"	5 up	MacArthur halted the advance on 17 September.
128	10 up	Not "a few" but "1500" yards.
133	n.	<i>I-15</i> was sunk 2 Nov. 1942 by destroyer <i>McCalla</i> , south of San Cristobal, not by naval planes 16 Dec.
136		Last two lines should read: "She steamed 2800 miles before a temporary strengthening member let go. Then, despite reduced speed, the hull began to work."
141	1-8 up	Puller operated from destroyer <i>Monssen</i> , not <i>Ballard</i> .
159	chart	On middle Japanese track, not "1140" but "2340."
184	15	Funafuti was occupied 3 Oct.
190	6 up	This action commenced 20 Oct.
198	3	7th Marines lost 130; 164th Infantry, 78.
204	table	Correct number of Kinkaid's Task Force is 16.
210-11	chart	
middle left-hand page		<i>Zuiho</i> was hit at 0740.
215	16	Not "westward" but "eastward."
258	2 up	Adm. Callaghan's middle initial is J.
289	n.	Dale G. Friend is correct.
290-91	chart	Both times should be "2238" (not "2338"). Track of
extreme right		"Rear DDs" should be of <i>LAMSON</i> .
295	7	First place mentioned should be San Cristobal.
297	12 up	Not "two" but "ten" miles.
324	n. 10	Correct score is: <i>I-4</i> sunk by <i>Sea Dragon</i> 20 Dec.; <i>I-18</i> hit by <i>Grayback</i> 2 Jan., sunk 11 Feb. by <i>Fletcher</i> and a plane from <i>Helena</i> .
335	14	Mt. Austen is 3.2 miles SW of Henderson.
364	5 up	<i>Stringham</i> was an APD.
375	middle	Capt. John E. Murray commanded the F5s.

Volume VI: *Breaking the Bismarcks Barrier*

Page	Line	
7	5	The C.C.S. agreed, not at Casablanca, but in May 1943.
48	middle	Identity of these I-boats is uncertain.
68	13 up;	This boat has been identified as <i>I-168</i> .
69	2 & 6 up	
70	1	
112	8	Submarine <i>RO-113</i> was definitely a victim.
119	6, 7 up	<i>RO-34</i> was not sunk then, but by <i>Strong</i> on 7 April, off Lark Shoal. (This statement appears wrongly on the last line of the page, in some printings.)
121	16 up	<i>PC-85</i> was not in this escort.
"	2 up	Not "PC escort" but "other vessels."
128	5-10 up	Two Bettys and six Zekes took off at 0800 Apr. 18 and arrived over Buin at 0935.
140	3	The correct date is 16th June.
150	17	Not "southwest" but "northwest."
154	12-11 up	<i>RO-101</i> was still afloat in September.
166	16, 17	Contact was made at 0106 by <i>Niizuki's</i> radar detector and by 0146 the range had closed to 12,000 yds.
167	15-16	Insert: " <i>Amagiri</i> took four hits which destroyed her forward radio room and electrical circuits; three duds damaged <i>Hatsuyuki</i> ."
178	8 up	<i>Leander</i> was newer and more powerful than <i>Omaha</i> .
179	5-6	Insert: "but <i>Taylor</i> , supporting the APDs in Kula Gulf, sank <i>RO-107</i> ."
187	last	Ainsworth was not worried over any "comeback" but eager to pursue cripples which he supposed had escaped.
195	14 up	Add: "It worked O.K. on <i>Jintsu</i> ."
229	15	<i>John Penn</i> was a transport.
241	last	Walker's middle initial is R.
245	11 up	The correct hour is 2236.
"	2 up	The first group was four destroyers.
297	6 up	The correct spelling is BREESE.
332	13 up	CL <i>Agano</i> did not lose her after section.
340	last	Adm. DuBose's middle initial is T.
344	8	<i>Fuller</i> was the transport hit.
358	9, 10	Armstrong of <i>Spence</i> made this quip.
373	17 & 3 up	Brig. Gen. J. W. Cunningham commanded 112th Cavalry.

Page	Line	
375	14 up	The 1st Marine Tractor Battalion manned these LVTs.
376	8, 9	These landing craft were manned by Army Engineers.
383	2 up	Col. Sumiya commanded troops at beachhead.
416	16 up	C.O. of <i>St. Louis</i> was Capt. R. H. Roberts.
417	chart	Delete the south-pointing arrow.
437	14 up	Berkey, not Barbey, was in charge.
440	12, & }	Captain Richard M. Scruggs of the LSTs commanded this echelon.
441	11 up }	
444	3 up "	These guns were ferreted out and destroyed by <i>Nicholson</i> .

Volume VII: *Aleutians, Gilberts and Marshalls*

43	2	<i>Pruitt</i> was a minelayer.
45	1	Who sank <i>I-31</i> is uncertain.
47	n.	Correct title of Commo. Carter's book is <i>Beans, Bullets and Black Oil</i> .
57	5, 15	This submarine was <i>I-24</i> .
"	20, 21	<i>I-9</i> was sunk by <i>Frazier</i> , whose C.O. was Lt. Cdr. E. M. Brown. <i>I-31</i> went missing.
"	last	Delete any statement about <i>Tama</i> here.
58	13-14	<i>Kunashiri</i> returned to port and <i>Wakaba</i> joined the oilers' screen.
"	16-17	Kimura's evacuation group commenced the 50-mile run, and Kawase remained behind.
79	15-16	The airfield was ready before the end of 1942.
83	6-7 up	The reason Burma never came off was that Churchill opposed it and the C.C.S. killed it at Cairo in Dec. 1943.
86	5 up	The correct date is 15 Aug.
"	facing	O'Hare's plane is a Wildcat.
93	2	Not "battleship" but "destroyers."
94	n. 21	Capt. Jennings's middle initial is F.
116	12	The amphtracs started from San Diego, took on their crews at Samoa.
135		Add note: " <i>Alcyone</i> from 21 Nov., and the four merchant ships from 24 Nov., discharged inside the lagoon."
138	3	Not " <i>Chikuma</i> " but " <i>Suzuya</i> ."
141	n. 8	Note should read: " <i>I-175</i> was sunk by DEs <i>Charrette</i> and <i>Fair</i> 5 Feb. 1944."

Page	Line	
144	8, 19, 21	Make <i>I-19</i> , <i>I-40</i> ; and <i>I-40</i> , <i>I-19</i> .
146ff.		The correct spelling is Jeter A. Isely.
157	n.	Add that Adm. Turner insists that less than 2000 tons were fired, and points out that the island had been frequently bombed from air.
202	10	Add that Capt. Paul S. Theiss was chief of III 'Phib staff.
207	3-7	Spruance commanded 'Fifth Fleet and Central Pacific Force; Turner commanded the Joint Expeditionary Force (TF 51).
"	12-13 up	Insert that Capt. D. W. Loomis commanded the Reserve Force.
210	14	Not "Southern" but "Northern."
221	5-7	Rear Adm. F. C. Sherman's group ( <i>Bunker Hill</i> , flag) also took part.
223	3 up, & }	Not " <i>I-21</i> " but " <i>I-175</i> ."
224	3	
"	n. 27	Delete statement about <i>I-40</i> .
227	2	Lt. Harvey W. Weeks USMC commanded this party.
239	14	Not "LSTs" but "LSDs."
250	10 up	Not "16th" but "15th."
"	9 up	This was the 109th Seabees.
"	3-8 up	After "Division," correct reading is: But the work went slowly, and the runways were not yet flyable when, on 12 February, Japanese planes scored a lucky hit which set off an improperly stowed ammunition dump on Roi. The explosion blasted out a tremendous crater, killed three and wounded 53 Marines, and destroyed large supplies of food and equipment stored nearby. Despite the devastation 16 fighters of Marine Air Group 31 flew in two days later to afford aerial protection. And this was the island whence . . .
254	1	Not "South" but "Gea" Pass.
257	19	Add: "At 0535 destroyer <i>Colahan</i> grounded on the reef south of Enubuj, but was later towed clear, somewhat damaged, by tug <i>Tekesta</i> ."
258	3-5	Delete sentence "The proper . . . as required."
	10	Not "1000" but "716" rounds.
260	7	Not "beach area" but "secondary defenses in the central part of the island."
261	10-11	Not "stood by for call fire" but "poured gunfire into the beach."

Page	Line	
295	1	Not "Namur" but "Engebi."
300	5	The correct hour is 0930.
318	plate facing	This is a Hellcat (F6F).
337	middle	Capt. S. A. Olsen was C.O. of MIDDLETON; Cdr. C. A. Misson of FELAND; Cdr. G. A. Parsons USNR of MONROVIA.
338	2	Lt. Cdr. J. M. Steinbeck was C.O. of GANSEVOORT.
339	11	Correct spelling is Swensson.
345	18 up	Capt. T. G. Haff was C.O. of SUMTER.

Volume VIII: *New Guinea and the Marianas*

35	chart	Scale of miles should read 100, 200, etc.
39	6	The submarine was RO-45.
41	7	<i>Indiana</i> should be included with the battleships.
73	13	127th Infantry is correct.
81	10 up	SC-743 was the control vessel.
175	13	<i>Bokuyo M.</i> was the name of this ship.
190	11 up	There were 11 beaches.
221	9 up	Negros is the correct spelling.
230	5	I-5 disappeared about 19 July.
261	n. 8	Lt. J. H. Trousdale commanded TG 583.
281	17	A bomb magazine exploded.
333	4 up	Correct number of enemy buried is 550.
368	n.	Last word is "Commandos."
383	8	Not "LSMs" but "LCMs."
393	7 up	SC-1326 is correct.
404	middle	Not "SC-734(B)" but "SC-743."

Volume IX: *Sicily — Salerno — Anzio*

29	5 up	Not "Beaches" but "Bases."
33	10 up	Not "Ramsay" but "Cunningham."
49	11, 12 up	The correct number of artillery pieces is 22 batteries of 75-mm to 100-mm guns and two of 149-mm.
79	4	Barnes's rank was Commander.
83	7 up	Insert "join <i>Buck</i> and" between "to" and "cover."
104	9 up, & }	The correct spelling is Faulkner.
389	3 up }	
108	4 up	Change 1st 4 words to "through the Admiral."
167	4 & }	Adm. Willis's middle initial is U.
393	7 up }	



Page	Line	
194	10, 11	Not "a British small craft" (or, in later printing, "SC-550"), but "SC-530," escorting one barge.
"	13	The sailors were American.
197	6	Cdr. Rooney's initials are J. B.
209	n. 11	The number of the War Dept. document is 45746.
210	19	The first route started from the port of Messina.
211	chart	The four indicated evacuation routes to Occhio were not used.
235	4 up	The unit was not all Arab, but mixed.
268	11 up	<i>Woolsey</i> shot at an observation tower, not Torre di Paestum.
287	15 up	The first colonel's name is Muldrow.
313	5	The convoy was returning to Oran.
347	lower photo facing	Should be credited to Major J. C. Hatlem.
360	16	
366	11	The officer who took over on 2 Feb. was Capt. Harry Sanders.
"	13	That boat was <i>U-410</i> .
378	3 up	The total loss was 24.
		The Germans did not deliberately burn the galleys.

Volume X: *The Atlantic Battle Won*

3	4 up	Not "49" but "46" U-boats.
16	14	Capt. Canning's middle initial is S.
102	n., last line	Slessor's letter was to Adm. Stark.
124	15	Correct spelling: Hodson.
130	8	These were air commanders.
"	14-16	Adm. Hewitt vetoed it; Adm. King concurred.
"	n.	The R.A.F. command at Gib. did revert to Coastal Oct. 1943 (this was deleted in some printings).
134	2 up	It was <i>Nevada</i> that the U-boat took for a cruiser.
146	12	ASWORG (Antisubmarine Warfare Operational Research Group) assisted NDRC on FXR.
161	2-4	Avenger piloted by Ensign B. C. Sheela USNR forced <i>U-402</i> to dive; Avery's Wildcat sank her.
167	2 up	Delete "all . . . in the dark."
182	10	It was gunboat <i>Brisk</i> that bore in.
191	11-13	Adm. Robert did not surrender. On 14 July a High Commissioner appointed by Gen. Giraud arrived in French destroyer <i>Le Terrible</i> and took over Martinique.

Page	Line	
194	11 up	Insert at end of paragraph: U-359, sixth boat of this group, was sunk 28 July south of Mona Passage by a PBM commanded by Lieutenant (jg) D. C. Pinholster USNR.
213	n. 7	Lt. Cdr. Samuels's middle initial is T.
264	1	<i>Santa Elena</i> was an American transport.
282	3 up	U-515 went down at 1412.
290	n. 22	A fourth, U-110, was captured by H.M.S. <i>Bulldog</i> in 1940.
293	n.	Three acoustic torpedoes were also salvaged.
311	6 up	<i>Lark's</i> stern, not bow, was blasted.
313	4	Not "all but one" but "one another."
324	5-6	Not "augmented by six more" but "together with six R.A.F." squadrons.

### Volume XI: *The Invasion of France and Germany*

73	9 up	VIII and IX A.A.F. is correct.
84	16-18	It was Admiral Ramsay who at 2300 June 4 ordered all ships to go, about three hours later, etc.
118	10 up	<i>Glasgow</i> was a light cruiser.
141	1	Delete "For two hours they searched in vain, but" and add: "Three LCT had beached at 0830, and" . . .
165	9, 10	Ramsay observed "empty the ships," etc.
216	8	Gen. Hodges' middle initial is H.
239	14	Barnes's vendetta commenced in April.
270	13	Beach Green was about 230 yards long.
271	6-7 up	The 142nd RCT landed by 1512, aided by Cdr. J. P. Graff's 8th Beach Battalion.
277	13 up	In sinking the MTB by gunfire, <i>Hughes</i> had the help of <i>Hilary P. Jones</i> .
279	8	<i>Lorraine</i> was a battleship.
287	7-8 up	These guns had been mounted before the war.
301	8 up	Morlaix had been taken by the Army on 8 August.
302	10	PTs were the first Allied craft to enter Morlaix, but did not liberate it.

### Volume XII: *Leyte*

28	n.	RO-41 was sunk by <i>Haggard</i> 22 March 1945.
40	4-5 up	This was routine procedure to evade enemy submarines, not to escape gunfire.
79	3 up	The submarine sunk was I-41.
113	3	The 700 ships were under Admiral Kinkaid.

## Cumulative Errata

144

Page	Line	
122	12-13	This was correct; there was a line of mines between these islands.
123	17-18	Correct reading: "despite the considerable number . . ."
160	14-15	This was unknown to Third Fleet.
161	7 & n.	Only <i>Shinano</i> (68,000 tons) was bigger than 27,000-ton <i>Essex</i> class. <i>Unryu</i> and <i>Katsuragi</i> were about 20,200; <i>Amagi</i> , 24,000 tons.
"	8	Correct spelling is <i>Ryuko</i> .
183	11	The torpedoes were fired a minute apart, and the first hit.
184	n. 12	8 of <i>Princeton's</i> planes survived.
199	1	Insert "He and" before "His staff."
201	n. 4	Add that the HC fitted no ships present.
207, 209		Page refs. in notes to <i>War College Analysis</i> are to an early ms. draft.
224	n.	Delete line 1. Old model radar was responsible for <i>Pennsylvania's</i> not getting "on." Delete "now" in line 2.
232	1-6 up	The ships bore N, distant 9000 yards. Target was ships all right, but the torpedoes made erratic runs; at least two were later recovered from Hibuson I.
236	5-6	Delete "probably"; reason was that Oldendorf wished to concentrate in view of the impending battle with Center Force.
"	20	Berkey was pulled out to join Battle Line.
237	4-5 up	Same applied to flag officers.
238	8 up	Shima sent destroyer <i>Ushio</i> of his screen to escort <i>Abukuma</i> .
"	6 up	Not "27th" but "26th."
239	4-6 up	This ship was probably Kurita's light cruiser <i>Noshiro</i> (see p. 311).
241	4	The admiral's correct name is Obdam.
245	2	A.A.F. were there, but had not yet assumed responsibility.
269	6 up	<i>St. Lo</i> was not the leading CVE.
275	11	Correct hour is 0800.
281	8	<i>Kitkun Bay</i> launched 12 Wildcats and 6 Avengers at this time.
288	12	The two heavy cruisers ceased fire at 0912 and 0917.
292	n. 8	The message, as handed to Admiral Halsey, read WHERE IS RPT WHERE IS TASK FORCE 34 THE WORLD

Page	Line	
		WONDERS. See E. B. Potter & Admiral Nimitz <i>Sea Power</i> (1960) p. 789.
299	n. 17	The last was an intercept either of Kinkaid's orders to Desron 49, or to hospital ship <i>Mercy</i> .
308	12	Adm. Felix Stump gave this order.
310	13	The 6th strike was launched from <i>Natoma Bay</i> and <i>Savo Island</i> .
341	10	<i>Fujinami</i> alone was sunk by this strike.
342	9	The destroyers sank <i>I-46</i> .
356	3	They sank four destroyers; omit <i>Kiyoshimo</i> .
357	16	<i>Yasoshima</i> was a cruiser.
369	11-12, 17 up	This submarine, which we have been unable to identify, went down stern first, but apparently was not sunk.
383	13 up	The exec. and 15 others were wounded.
387	8 up	Not "26th" but "96th."
390	6, 17	<i>Caldwell's</i> C.O. was Cdr. George Wendelburg.
401	2	The steamer's name was <i>Shinyo Maru</i> .
423	last	Cdr. E. B. Ellis USNR was C.O. of ACUBENS.
"	end	Add: Hospital ships <i>MERCY</i> Capt. T. A. Esling USNR, <i>COMFORT</i> Capt. H. F. Fultz.
430	15	No asterisks for SHIMOTSUKI and her C.O.
431	Force C	Correct spelling is YAMASHIRO.

Volume XIII: *The Liberation of the Philippines*

35	9	The 2nd LST crashed was No. 749.
37	n. 25	The last three were 1530-tonners.
81	2 up	The Lt. Cdr.'s name is Plage.
91	15-17	Destroyer escort <i>CD-3</i> alone was sunk; destroyer <i>HAMAKAZE</i> and ten other escorts damaged.
104	11	Several destroyers, a DE and <i>Quapaw</i> stood by.
146	n. 8	<i>Newman</i> was the APD; <i>Cofer</i> was around, but not in this fight.
158	16 & table	Omit KONGO (already sunk, see Vol. XII 410), and UNRYU.
306	15 up	BENALLA is the correct spelling.
307	11 up	These were tankers; BIRCH COULIE is one ship.
"	6 up	Delete "escort."
310, last in TG 79.3		Insert ALSHAIN, Lt. Cdr. Strickland.
313	3	OCONTO is the correct spelling.
314	1	Capt. Coward's middle initial is G.
315	8 up	Capt. Debaun's first initial is G.

Page	Line	
316	16 up	The C.O. of HANCOCK is Capt. R. F. Hickey.
317	7	Capt. Porter's middle initial is L.
318	15-16	Cdr. Ailes's first initial is J.
323	15 up	Gen. Arnold's middle initial is H.

Volume XIV: *Victory in the Pacific*

Page	Line	
25	4 up	Sunset was at 1720.
33	5	Sunset was at 1725.
34	n. 3	Place stop after "New York." Chester was struck a glancing blow by Estes.
37	n. 5	Correct reading: The Marines' LVT amphibians again proved themselves at Iwo. Their low speed was no handicap since the equally slow LVT(A)s spearheaded the landings; but the LVTs could land their troops and supplies on dry land despite surf, steep beaches and soft sand.
55	10	Abandon ship was ordered at 1905.
86	n. 6	The British observer's name was Silcock.
97	12-13	Add that Adm. Gardner now took over command of TG 58.2.
115	4 up	Lt. Cdr. E. T. Grace was C.O. of Halligan.
116	10	Bjarnson's middle initial is H.
"	last	Adams was knocked out same day.
165	10	Tom Hill's middle initial is B.
172	n.	Tailyour is the correct spelling.
204	12 up	Not "Marines" but "Mariners."
211	6-7	Essex lost 28 wounded.
220	12 up	Add "On the 7th PGM-17 was sunk by a mine."
222-23		Add that Capt. C. A. Buchanan in PURDY was O.T.C. of Station no. 1.
221	5	Add "and another unit had to mop up."
238	18	C.O. was Lt. Cdr. C. F. Highfield USNR; Haavik his exec.; both were killed.
245	6-7 up	Insert: "Mississippi, whose special assignment was the demolition of Shuri Castle, fired 2289 rounds of 14-inch and 6650 rounds of 5-inch in six weeks."
275	19	Twiggs lost 126 officers and men.
279	5	Curtiss was hit 20 seconds before Whiting.
280	10 up	Cassin Young lost 17 killed, 45 wounded.
305	6 up	TG 38.1 is correct.
317	9	The Ulithi attack was on 20 Nov. 1944.

Page	Line	
335	after l. 3	Add: Last major ship to be damaged was battleship <i>Pennsylvania</i> . Vice Admiral Oldendorf had just transferred his flag to her in Buckner Bay, Okinawa on 12 August, when at 2045 a surprise attack was delivered by an enemy airplane. Its torpedo exploded near a propeller, killing 20 men and wounding many others, including the Admiral.
361	last	Tozuka is the correct spelling.
363	14	MacArthur boarded from <i>Buchanan</i> .
372	6 up	The correct spelling is Baldauf.
"	5 up	" Lt. Cdr. E. T. Grace was C.O. of <i>Halligan</i> .
380	18 up	The correct name is LA PORTE.
381	14	Add: "Comdesdiv 126, Capt. C. A. Buchanan, was in HYMAN, later in PURDY."
"	last	Add SOUTHAMPTON Lt. Cdr. L. V. Cooke USNR.
383	middle	Add * to Cdr. Crommelin; Cdr. E. J. Pawka USNR succeeded him.
"	7-8 up	Under ESSEX insert Air Group 83, Cdr. H. T. Utter.
"	5 up	Patriarca is the correct spelling.
386	4	Poindexter is the correct spelling.
387	19	Cdr. Mikkelsen's middle initial is M.
390	2	FRANKLIN was hit 19 March.
392	13-14 up	Insert line after SANDOVAL as follows: 29 May SHUBRICK air 32 28
"	last	CASSIN YOUNG's wounded numbered 45.

## Appendix I

*Addenda:* The following combat vessels reached Okinawa after 1 April: ALFRED A. CUNNINGHAM (29 June); AULICK (16 May); BLOCK ISLAND (3 May); BRAINE (16 May); CALIFORNIA (17 June); CAPERTON (31 May); CHARLES F. AUSBURNE (16 May); COMPTON (26 April); CONNOLLY (9 April); CROSS (14 June); DAVID W. TAYLOR (30 June); DOUGLAS H. FOX (5 May); DYSON (16 May); FARENHOLT (8 May); FINNEGAN (9 April); FOOTE (16 May); GILBERT ISLANDS (21 May); GILLIGAN (18 April); GRADY (9 April); HALLORAN (9 April); HEMMINGER (14 May); HOGGATT BAY (12 May); INGERSOLL (22 May); LARDNER (8 May); LOUISVILLE (23 May); MANILA BAY (13 June); MANLOVE (2 April); MELVIN R. NAWMAN (3 June); MISSISSIPPI (5 May); MOALE (7 June); NEHENTA BAY (20 May); NEW ORLEANS (22 April); NICHOLSON (1 May); OKLAHOMA CITY (17 June); OLIVER MITCHELL (30 May); RALL (9 April); RALPH TALBOT (26 April); ROBERTS (16 May); ROBERT F. KELLER (30 May); ROWE (22 May); SHIPLEY BAY (7 May); SMALLEY (22 May);



STODDARD (22 May); STORMES (23 May); TATUM (19 May); TAYLOR (17 June); THATCHER (16 May); WALKE (10 May); WATTS (22 May); WILKES (10 May); WOODWORTH (8 May); WREN (22 May).

The following vessels joined Task Force 38 between 1 April and 30 June: ALABAMA (30 April); ABBOT (14 June); AMSTERDAM (21 June); ATLANTA (28 May); BON HOMME RICHARD (6 June); CAPERTON (30 June); COGSWELL (30 June); COWPENS (26 June); DAYTON (16 June); DULUTH (24 May); FRANK KNOX (16 June); HALE (24 June); INGERSOLL (30 June); IOWA (24 April); KNAPP (30 June); LEXINGTON (24 June); MONTEREY (9 May); O'BANNON (28 May); OKLAHOMA CITY (6 June); QUINCY (16 April); RANDOLPH (8 April); ROWE (20 June); SHANGRI-LA (24 April); SMALLEY (20 June); SOUTHERLAND (16 June); STODDARD (20 June); TICONDEROGA (24 May); TOPEKA (5 June); TUCSON (16 June); WADLEIGH (28 May); WATTS (20 June); WREN (20 June).

*PART IV*

General Index for Volumes I–XIV



**T**HIS INDEX covers Volumes I–XIV, and is based on the latest printing of each volume. It therefore includes corrected references to the changes noted in Part III. The index covers all text, front matter, appendices and illustrations.

Individuals are indexed under the highest rank mentioned in the series.

American aircraft, military units, etc. will be found under their descriptive headings; foreign under their nationality.

Names of warships and code names of operations listed at the end are in SMALL CAPITALS. When two or more warships of the same name appear, foreign vessels have their nationality shown, e.g. HMS, HMAS, HMCS, HMNZS. American vessels are differentiated by commissioning dates.

Names of lettered combat ships, like LSTs and U-boats, and merchantmen are in *italics*.

Code-name operations are listed separately, by volume.

The following abbreviations are used in the index:

A/S — Antisubmarine	S. — Section
A/SW — Antisubmarine warfare	S.F. — Sea Frontier
M. — <i>Maru</i>	TF — Task Force
pic., pics. — picture, pictures	T.O. — Task Organization
	V., v. — <i>Victory</i>



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Samuel Eliot Morison, Trumbull Professor of American History at Harvard, was convinced that too many histories were written from the outside looking in. He felt that more was to be gained by writing in contact with the events, when most of the participants were alive, than by waiting until the ships were broken up and the sailors had departed.

Just after Pearl Harbor, Professor Morison went to President Roosevelt with his idea. The President was enthusiastic. So was Secretary Knox. In April 1942 Professor Morison was commissioned Lieutenant Commander USNR, and given the active writing assignment that he had suggested.

For the remainder of the war, Morison spent more than half his time at sea, with active duty on eleven different ships, emerging a captain with seven battle stars on his service ribbons. He was present at Operation TORCH (the North African invasion); he served on Atlantic convoys; and his journeyings took him through most of the combat areas of the Pacific during the height of the conflict. He is now on the Retired List as Rear Admiral United States Naval Reserve.

The illustration on the front of this jacket is from a painting by Commander (now Captain) Gerard Richardson USNR, which is now at the Armed Forces Staff College, Norfolk, Virginia. In the center of the painting is the Japanese barge bringing the surrender party to the U.S.S. *Missouri*, seen at the left. It is used with the kind permission of the Navy Department.

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*Rear Admiral Bern Anderson USN (Ret.), Rear Admiral Samuel Eliot Morison USNR (Ret.), Dr. K. Jack Bauer and Mr. Donald Martin. Rear Admiral Anderson, Dr. Bauer and Mr. Martin were Admiral Morison's assistants in preparing VOLUME XV of the HISTORY OF UNITED STATES NAVAL OPERATIONS IN WORLD WAR II.*

